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Taking It Easy

Since the early 1990s, trillions of discarded plastic items have converged, held together by swirling currents, to form the Great Pacific Ocean Garbage Patch that now covers an area twice the size of the U.S. and weighs about 100 million tons. **"Every little piece of plastic** manufactured in the past 50 years that made it into the ocean is still out there," said one researcher. An oceanographer predicted that the Patch would double in size in just the next decade. Maybe it'll become it's own floating continent.

A woman had been sitting **on a toilet for two years.** (Her boyfriend who lived with her brought her meals.) When she finally decided to get off, rescue workers had to be called. They found that her skin had grown around the toilet seat and had to be surgically removed to free her from it. Bleech!

A man who was trying to steal some goodies from a store in South Africa didn't get away from the scene of the crime. He was trying to climb over the fence and got both feet impaled on fence spikes. He managed to free one foot, but apparently no one had any sympathy for him so they just left him there helpless and **dangling upside down for 12 hours.** During that time one passerby gave him a cigarette but no light. The cigarette was still in his mouth when he was finally freed.

China has a fascination with crickets including exhibiting them in beauty contests, having singing competitions and prize fights. The fighters duel in terrarium-sized containers and overhead cameras project the action onto large screens, which provide spectators **close-up views of crickets** tossing each other around with their powerful jaws. The best fighters may sell for the equivalent of $10,000 and are raised on vegetables and calcium supplements and are allowed to be sexually active before fights.

A business executive in Spain was driving 100 mph in a 55 mph zone and fatally smashed into a 17-year-old bicyclist. He sued the boy's family for damage to his car. Perhaps **shamed by worldwide publicity,** he finally dropped the case.

A man filed a lawsuit against jail officials alleging, among other things, that they failed to take security precautions to prevent him from escaping. He seriously injured himself last year when he fell 40 feet while scaling a wall during his second escape attempt. He told the then-sheriff how lax security was and that **no "improvements" had been made.**

A motorcyclist was riding along, enjoying the scenery and minding his own business when he was suddenly hit by **a bathtub falling** from a pick-up truck. He was badly injured and had to be hospitalized.

A guy in the economy class section of an airplane (from Delhi, India) died. What to do with the body? They took it up to first class and **propped it up** near a guy who had paid $6,000 for his seat. He complained and was told to "get over it" and that no refund would be offered.

In Florida, **a woman backed over a man** who was teaching her how to drive. (Don't know why he was out of the car but what the hell.)

The kind neighbors of a disabled WWII veteran in Florida built him a wheelchair ramp so that he could get in and out of his house. But, when the local inspector showed up, the vet was ordered to **take the wheelchair ramp down** or face serious charges. He complied and was put on a three-month waiting list to get his ramp built by officially licensed ramp builders.

Here's one more item that was actually heard in court: Attorney: Doctor, before you performed the autopsy, **did you check for a pulse?**

Witness: No.

Attorney: Did you check for blood pressure?

Witness: No.

Attorney: Did you check for breathing?

Witness: No.

Attorney: So, then it is possible that the patient was alive when you began the autopsy?

Witness: No.

Attorney: How can you be so sure, Doctor?

Witness: Because his brain was sitting on my desk in a jar.

Attorney: I see, but could the patient have still been alive, nevertheless?

Witness: Yes, it is possible that he could have been alive and practicing law.

A man in a wheelchair was brought in to jail on a warrant after a traffic violation. Authorities told him to stand up, and when he told them he couldn't, **they dumped him** out of his wheelchair onto the floor.

Now here's a dentist to steer clear of: This dentist was found guilty of several hygiene violations. Included in these violations were rare hand washings, failure to sterilize instruments he had taken off treatment trays and used to clean his own ears and fingernails, and, on several occasions, **peeing in his surgery sink.**

Now here's a dad setting a good example for his rugrat. He had stabbed his wife several times. When he was finished, he handed the knife to their two-year-old son and said, **"Now, you stab Mommy."**

A retired restaurateur began a program offering people money (the equivalent of 25 cents each) to bring in dead flies. Wonder if he was thinking of opening a new restaurant featuring **shoofly pie.**

A professor warned that farmers are now at work in the United Kingdom breeding "stress" and "hostility" out of pigs and cows to make them more obedient on their way to be slaughtered. He said the goal of such breeders is to create **animal "vegetables."**

Easyriders®

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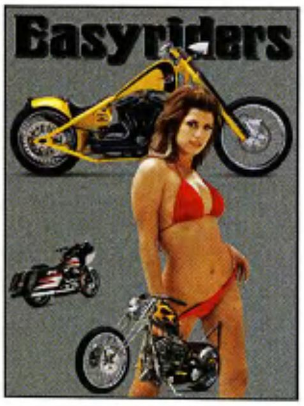

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Steel City Chop shot by Michael Lichter. Gangster Chop and killer Kathryn by Don Rogers. PYO Bagger by Paul Markow. Cover imaging by Jeff Biggs.

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WordMonger

Vintage Indian Larry

This is my 1999 custom rigid chopper. The engine, transmission and other details were built by Indian Larry at his 8th Street shop/home in Alphabet City, New York—the custom seat by Paul Cox. This work was done before their partnership and TV days. Paul Cox can confirm this, as well as Eddie Lites at Dilligaf Cycles in Queens (Larry's former employer). Larry was a friend but could not do a ground-up build at the time. The bike was finished by his former protégé Tommy Grease of Stone Age Cycles, in Coney Island.

George Xier
Long Beach, New York

Great Mag!

I've been a subscriber and a collector of your magazine and, with the exception of a few early issues, I have a collection of every mag since the late '70s. No better rag in the biker world. Keep up the great work.

One note: In your January 2008 issue on Page 72 you have a picture of a broad with the caption "Silly fuck." Then in the March 2008 issue the same broad in the same clothing appears with the caption, "I only had one beer, Officer." Either you like her a lot or your bong needs a refill.

Either way, thanks for all the years of great bikes, babes and meanderings. I'm proud to say I'm an *Easyriders* reader for life—and hopefully, I'll be reading your rag when we all get to Biker Heaven!

Counsler
Magalia, California

Our bong always needs a refill. How did you know?

A Thank You

I would like to thank *Easyriders* for printing my letter ("Only a Sportster") in the February issue. Glad to see I struck a nerve with some people. I would also like to thank Tom from Phoenix for his depiction of life in Iowa. (May '08 issue). I'm sure the thousands of other readers from Iowa were equally impressed. Apparently, he completely missed the point I was trying to make in my letter. He was right on a couple of things, though. I do like corn liquor and I definitely am psycho.

Dilligaf
Jason, Iowa

Being Made To Feel Welcome

As a U.S. Army veteran who served in Afghanistan, I was so moved by your story "Being Made To Feel Welcome" in the March issue. My unit was treated very well by the locals in Bagram, Afghanistan. I think if any of us were to ever return to that war-torn country, we would be greeted with open arms and as liberators. As a military force we will

always have the primary mission of defending this great country's freedoms, but I like to think that the tradition of being "ambassadors" is a close second mission objective and is paramount in changing the world's perceptions of our great country. I can't stop reading this story in your magazine.

I thank you, Jim, for your service and the sharing of this story and I thank your father for giving a piece of himself to that Theater of Operations.

Alan Terrill
Fairfield, Ohio

No Beaver?

My ol' lady and I were wondering why you never show "the beaver" in any of the photo spreads (no pun intended). There are lots and lots of luscious breasts but never that illusive and tasty coochie. What gives, my brothers (and sisters)?

Iceman and L'il Bad Girl
Richmond, Kentucky

Showin' bush would push us into the porn section of the newsstand. In our "Get a brighter smile, a latte and a Hummer" yuppie era of being PC, that would be the death of us. You wouldn't want that now would ya?

Oops

Nice story about the Illinois Freedom Rally in your April issue, but the Web site you put at the end of the article was incorrect. The correct site should read "ilfreedomrun.org,". Your magazine had it listed with an extra "L".

God bless all at *Easyriders*.

Hawk
Out There Somewhere

Well, as we always say, "What the 'L'?"

Road Trip Home To El Paso, Texas

Just got back from a road trip down to my old hometown of El Paso, Texas. Being born and raised there, it was always been a dream of mine to finally ride my H-D down and around the place. It has been a good seven years since moving to Los Angeles, so it has been a long time since I've been home. I was shocked to find out how much that city has grown. It surely has been a dream come true for me to take a scenic drive on my hog. The weather was a perfect 77 degrees with a light cool breeze. El Paso was a very friendly biker city and I couldn't believe that every time I rode by another biker, I was greeted with the ol' Harley wave. This is something that often is missing in Los Angeles with all the heavy traffic and cages always trying to cut in front of you.

Wanted to thank Laidlaw's H-D in California and Barnett's H-D in El Paso for their help and hospitality. It will truly be remembered.

Big Ray
Temple City, California

Bike Bash

Here is a photo (below) from the 2008 Drag Bike Bash (aka CyclePalooza) held at Moroso Speedway. Mike Lehman, owner of Harley-Davidson of Palm Beach, was one of the sponsors. Mike's team ran two bikes on Saturday. One of them turned mid-6s at 200 mph.

Jim Griffin
Tequesta, Florida

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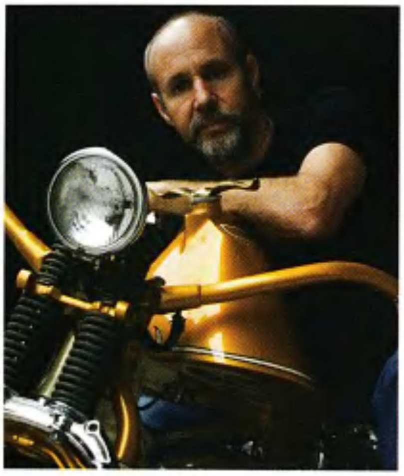
Ever wonder what *Easyriders'* top-notch custom bike photographer rides? Wonder no more. This is Michael Lichter's ride and this little FX has been with him for many years. He took a train ride to San Francisco back in '77 to buy this used motorcycle for $2,000. "A fun place to buy your first Harley," he remembers. "I picked it up at Frisco Choppers."

Mike rode the bike home to Denver, stopping often to take pictures of his new scoot and hone the craft that would make him famous. The bike had Z-bars and a pair of Fat Bob tanks, a tight rear fender and forward controls. "There was a Commercial Glide front end on it," Michael remembers, "the one that you can kick out for sidecars. Nice looking, but it had a real tendency to wobble at high speeds." Anyway, that's the bike Michael brought home. It immediately became his rolling camera bag, Michael and the FX making photo safaris up to Canada, to Sturgis, all the way back to New York and over to California. "I used that bike a lot," he says. "There was plenty of working on it, fixing it and changing things as we went along."

Photo Finish

NEW LIFE FOR AN OLD FRIEND



INDIAN LARRY
NEW YORK CITY

In 1995, Harley made Michael a deal on a new Road King that he couldn't refuse. "And even though I loved those T-shirts that said 'See no Evo, Hear no Evo, Ride no Evo', I ended up on one," he says. Of course that new bike, set up with a Tour Pak to carry camera gear, made a lot more sense. It's been Michael's "camera bag" ever since.

The '71 shovel, faithful friend, stayed parked until 2003 when it made the trip to Melbourne, Florida, into the hands of Billy Lane. "Michael told me all about that bike of his," Billy says. "He told me how much he liked it, how much it meant to him and how someday he'd like to do something cool with it. I asked him to give me a shot, let me build something for him." This is it.

"My original thought was not to do a lot," Michael says. "Just get it up and rideable again."

Billy, meanwhile, had visions of a full custom, just using the '71's engine and transmission. "The more we talked about it," Billy says, "the more I realized Michael really wanted to keep as much of his Harley as he could, so that's what we did. After all, there's a cool chopper buried somewhere deep inside every Harley." Billy sure found it here.

Billy's changes are minimal, but dramatic. He swapped the Glide front end for a slightly extended Springer. Out back, he put on a pair of short FXR shocks to lower the bike, moving the upper mounts a little forward to help the effort. "I stripped the fenders off and put on that short little rear fender and sissybar," he says. "The overall effect is almost a bobber," Billy figures.

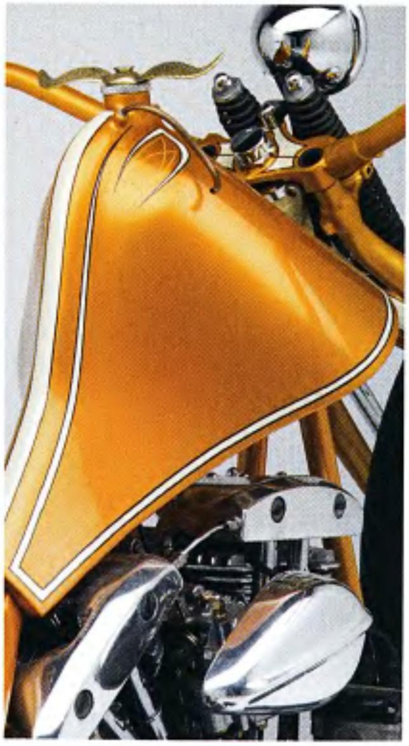
Billy made the custom gas tank, a "signature" Billy Lane special. "I didn't want to just slap a Sportster tank on," he says, but making that custom tank wasn't easy. The stock Harley frame—and this one is bone-stock—it is pretty short from the neck to the seat. "You're pretty limited as to what you can do in that space," Billy explains. What he came up with is a shape reminiscent of a Husqavarna dirtbike from the '70s. "Something big enough to hold a little fuel. I didn't want Michael to be looking for a gas station every 70 miles."

Mechanically, the motor came apart for polish, powdercoating and an internal freshening up and the transmission got the same treatment, this time packed with Baker gears. There's an open belt primary now, a jockey shift and the bike is kick-start only. The pipes are almost duplicates of a set Billy made for a 1950 panhead years ago, actually the first custom parts he ever made for a motorcycle. Joe Richardson covered all this in a sweet mixture of Pagan Gold with Crème accent.

"This bike and I have history," Michael says, "and I can't believe it turned out like it did. I love it. We've taken some good trips together and we've done some good work, even though I would joke that along with every nut and bolt shaking loose on that shovelhead, every screw on my Nikons would shake loose, too. But that's how I got my start, with this bike." And in a roundabout way it's how Billy Lane got his start, too.

"Michael shot the first bike I ever had published in *Easyriders*," he says. "That's what really got me started in this business and there's no question I owe it to Michael." He repaid the favor with "one of the nicest riding, smoothest bikes I've ever built."

Not that Michael Lichter's ready to jump back a couple decades and take the '71 to work. "I don't know that we're destined for any long trips," Michael says, "not like we used to do. But it sure is great to get out and run through the mountains. It feels so good to be on this bike again. It just makes you feel good, you know what I mean?" Yeah, we do. *—Joe Kress*



Owner: Michael Lichter
City: Denver, Colorado

GENERAL
Fabrication: Billy Lane
Year/make: 1971 Harley-Davidson
Model: FX
Assembly: Don Rosio
Time: 1 year
Chroming: Space Coast Plating

ENGINE
Year and make: 1971 Harley-Davidson
Rebuilder: Billy Lane
Displacement: 80 cubic inches.
Ignition: Morris Magneto
Cam: Andrews A Grind
Carb: S&S Shorty
Air cleaner: Goodson
Pipes: Billy Lane

TRANSMISSION
Year/make: 1971 Harley-Davidson
Shifting: jockey

PAINTING
Painter: Joe Richardson
Color: Pagan Gold, Créme
Type: House of Kolor

FRAME
Year/make: 1971 Harley-Davidson
Type: FX
Rake: 30 degrees
Stretch: none
Shocks: FXR

ACCESSORIES
Handlebars: knucklehead Speedster
Handlebar controls: Harley-Davidson
Fenders: Chica
Headlight: 4 1/2-inch spotlight
Taillight: Choppers, Inc.
Pegs: Choppers, Inc.
Foot controls: Choppers, Inc.
Gas tank: Billy Lane
Oil tank: Choppers, Inc.
Seat: Ryan Edwards
Mirrors: none
Grips: Harley-Davidson

FRONT END
Type: Harley-Davidson Springer, 4 inches over
Builder: Harley-Davidson/Billy Lane

WHEELS
Type: laced
Size: 21-inch front/16-inch rear
Tires: Avon front/Coker rear
Brakes: Harley-Davidson drum, rear only
Photos: who else?

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HARLEY 2008
METRIC 2008

Every year I try and set aside some time to take a little road trip. This year provided the perfect opportunity as I was asked to cover the Salute To Veterans Rally and Tattoo Show in Winter Park, Colorado. That meant three days to get there, two days for event coverage and three days home...fine by me. Now let's get the Road Atlas out and take a look.

For starters, get your ass off the Internet and old-school it when planning your trip. Find the cool roads and places to visit. Don't go on the Web and find out after 100 miles to turn left...read a map. My Road Glide was in the process of being torn apart and customized and all that camera and computer shit wasn't gonna fit (safely) on my FXD, so Harley stepped in and "loaned" me a 2007 Screamin' Eagle Ultra Classic.

DAY 1

So, with route and maps in hand and the bikes loaded to capacity, my brother, Bumper (Mom and Dad had a strange sense of humor), on his 2006 Road Glide, and I took off from SoCal at o'dark-thirty in the cool temps of the morning to begin our trek across the desert to Flagstaff, Arizona.

Unfortunately, for this leg of the trip, there's only one way out of Cali. We rolled East on I-40 approaching the Arizona border. I wasn't sure if it was the bikes or us *making* the bikes go faster as we approached the border, but for whatever reason, we made it in record time. Once there, the helmets came off, thank God, and we were now thrust into triple-digit heat as we made our way across some unforgiving desert.

After a few hours, we passed a sign stating: "Next Gas 70 Miles." Looking down, I realized it was gonna be close if we didn't stop now. But where was the fun in that? Now, it was close to 125 degrees out there, we were running low on gas and...BAM. A pick-up slammed into the back of a semi that was slowing because ANOTHER semi has flipped over and was blocking the entire freeway. The cops told us we could go and we started off back on the road when we found out they were closing the freeway and we had no way out. Did I mention it was 125 degrees?

We hit up a "road crew" guy (hard hat, orange vest, cones) and asked if there's a frontage road, ANYTHING to get us moving. He told us how to get to the road saying, "It's a little rough, mostly hard-packed dirt, but you guys should be fine." Off we went. Found the road and slowing started riding. Then it

THE RIDE
Six State SHUFFLE

happened. This thing wasn't a road it was a dry wash! And what's in a dry wash? Rocks and soft sand! You guessed it, we got struck. Thanks to the help of some folks in 4x4s we were able to get out and make our way BACK to the freeway. Fuck the accident and the cops, we were running hard to go kick some traffic guy ass! Turns out, he didn't work for the DOT; he likes answering calls for help and pretending to work for DOT.

We got moving after drinking tons of water and noticed something else. Besides the fact that my kickstand is broken (the guys at Kingman Harley only charged me $25 to fix it and check out the bike for damage), there were big flashes coming out of the sky and really loud BOOMING all around us. No warning....DUMPING rain for 50 miles. Why do people in cars still wanna drive at 90 in the rain?

After 12 hours of riding, we finally arrived in Flagstaff, got a few beers, got something to eat, popped 1,600mg of Motrin...good to go for tomorrow.

DAY 2

A little sore, sunburned and in desperate need of coffee, we took off in search of food. Seeing as we only had about 400 miles to go today, we got a little later start than we should have and paid for it later.

The weather was actually a *lot* cooler than expected and that should have been a warning. We blew out of Flagstaff on I-40 and headed into Winslow where we *had* to stop on the corner and get a picture with the famous landmark. After hanging out for a while, we took off and began to worry as some dark-ass clouds were forming all around us, and *big* flashes of light were everywhere. It stayed that way until our gas stop, then BOOM! Lots of rain. At least we were prepared for this one. On went the rain gear and off we went...slowly. About 20 miles later, it was 100 degrees and we were baking in our self-contained saunas. We decided to pull off the road to yank everything off, but realized we were barely in front of the storm. After another 50 miles, we decided it was better to get rained on than cooked to death.

After removing all the gear, we headed back out in the sunshine. Hey, why's the road look funny up there? Who the fuck hit me with that rock! No, not rocks, just hail! Lemme tell ya, getting hit in the face by hail at 80 mph is not fun. Once we got through that, we were ready for our next gas stop. That's when I realized that my brother had donned his Superhero outfit and was now Racoon Boy! Tried to tell the boy to use sunscreen, but...

Raccoon Boy and I acted like Bugs Bunny, making a left in Albuquerque, New Mexico, onto I-25, and safely made it to Santa Fe and found a decent place to sleep. It was the perfect place to dry out and mend the scrapes and scratches from the hail—new war wounds. I think I'm gonna say I got these in a bar fight, it sounds better. We made our way over to a cool Mexican food/sports bar next door. After several Cadillac Margaritas, some great traditional food and flirting with every waitress until they sent the really huge one over to tell us we'd had enough, we limped back to the hotel.

DAY 3

Leaving from Santa Fe in the morning, The Road Trip gods blessed us with very little traffic and warm sunny skies. Funny, we really hadn't seen any cops out on the highways since leaving Arizona. I wondered where they all were? Hitting speeds of 85 or so, we were amazed at the flashing red and blues that were now, seemingly out of nowhere, behind us. We let out a huge sigh of relief as the po-po shot by us, onward to something more important.

Just as we passed over the first mountain range on I-25 from Raton, New Mexico, into Trinidad, Colorado, there was a little ditty I just couldn't get out of my head: The skies grew dark/the seas grew rough/but the boat sailed on and on and on and on.... What the hell is up with all the hail? For the next 300 miles, from Trinidad to Winter Park, we endured the on again off again rain, hail and 80-degree weather changes. At one point, we pulled under an overpass to find a mostly female Colorado Roads crew that didn't look like they played defense for the Broncos in the off-season! Yeah, I think we can hang here for a little while and wait out the storm. After getting some coffee and hanging out in their trucks for a bit, we hung another left onto Hwy 470, taking us to Interstate 70 West an into Winter Park and the Rally.

Check out the article on the Salute to Veterans Rally starting on page 40 for proof that we made it there. *—Oil Can*

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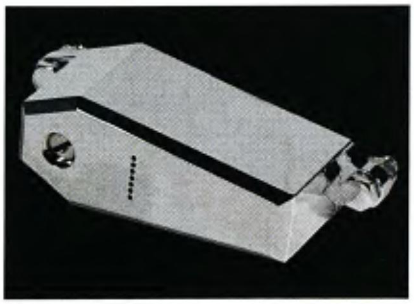


Wire Plus wiring system and housing

Wire Plus Powersports Electronics has a chromed, coffin-shaped wiring box that mounts on the seat post of your frame. The housing contains the power control module and ignition switch and is available with an automotive start switch as needed.

The housing mounts to the seat post coil bracket of '41-'84 Harleys and other V-twins using the same style of coil mount. The wiring system retails for $520.83.

Call 620-221-2417 or visit Wire Plus online at www.wire-plus.com.

Soft fabric is stronger than steel

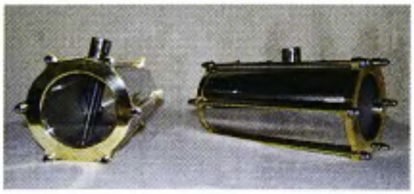
Resistant to cuts and abrasion, Tuff-n-Lite protective apparel is ounce-for-ounce 15 times stronger than steel with the comfort and flexibility of cotton, states manufacturer Supreme Corporation.

The Tuff-n-Lite clothing line includes shirts, pants, and leather bonded Tuff-n-Lite, which offers seven times more cut resistance than standard leather and up to 10 times more abrasion resistance than carbon steel, according to Supreme Corporation.

Call 877-883-3654 to find out more about this line of products or visit Supreme Corporation on the Internet at www.tuffnlite.com.

New Porthole oil tank

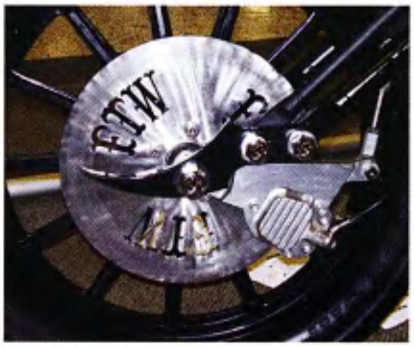
Stevenson's Cycle's Porthole glass oil tank features a stainless steel construc-



tion. Each side has a polished brass end ring and a sealed 1/4-inch tempered glass cap.

The porthole glass oil tank is now available for purchase from Stevenson's Cycle for $899.

Call 734-641-2200 or visit Stevenson's Cycle at www.stevensonscycle.com.



Personalized custom brake rotors

Scorpion Choppers now offers custom stainless steel brake rotors. Each rotor is 11 1/2 inches in diameter and comes with or without vent holes.

Scorpion Choppers says that there's no better or affordable way to personalize your bike, or advertise your shop, club or business. Prices start at just $150.

Call 417-890-9990 for more info or visit Scorpion Choppers online at www.scorpionchoppersofspringfield.com.

Ceramic-coated Samson pipes

Samson's Sinister Black exhaust pipes are coated in a semi-flat black, high-temp ceramic coating that provides ultimate adhesion and corrosion protection up to 2600 degrees. Pipes come with full-coverage, ceramic-coated heat shields that radiate as much as 300 degrees less heat. In addition, the ceramic coating on the head pipes retains heat inside the head pipes.

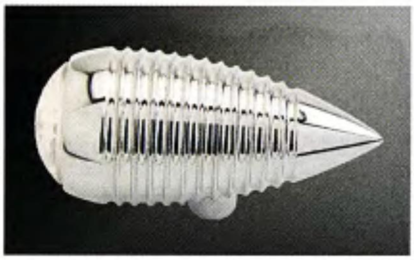
Sinister ceramic coating is available on the Legend, Caliber, and Custom Shop product lines. Each system is ready to bolt on right out of the box and features O2 Sensor ports and plugs.

Call 714-518-2480 or visit Samson at www.samsonusa.com.

Paughco goes black

Paughco has been hard at work developing a durable black coating process that's now available on some of the manufacturer's offerings.

Starting with a fully finished chromed part, each order will be custom processed to meet the customer's needs, says Paugcho. The springer front ends displayed here are available fully blacked out or with highlighted springs, rockers caps, etc. Since each request will be filled as a special order, call 775-246-5738 for pricing. Visit the Paughco Web site at www.paughco.com to see more.



B-Hive billet teardrop signals

Heartland USA has revamped its line of LED billet signals and is now offering the B-Hive style (traditional hot rod fans will relate).

They're CNC-machined from billet aluminum and designed with a unique one-piece construction that's water and vibration-proof. B-Hive signals retail for $239 and are available chrome-plated or gloss black.

Call 310-822-2697 or visit Heartland USA at www.heartlandbiker.com for information.

Fairing lowers by eGlideGoodies

Fresh off the rack are eGlideGoodies' new fairing lowers. The easy-to-install lowers will let you cruise in style and comfort and are designed to reduce wind buffeting, making for a better riding experience. The fairing lowers are available

ready to paint or in black. Each set of Aftermarket Lowers comes with installation hardware.

Call 760-753-4642 or visit eGlide-Goodies at www.eglidegoodies.com.

Bag Lites light up your bags

Bag Lites by Cycle Visions are machined from aluminum and equipped with a chrome-plated bezel. They have bright LEDs and come with a run/turn/brake controller. In turn mode, lights are amber; they glow red while on run and brake functions.

The two-light kit (0903-0414) retails for $229.95; and the four-light kit (0903-0415) is $349.95. Both fit '99-'08 Harley-Davidson FLT, FLHT, FLHR, FLHX and FLTR models.

Talk to your Drag Specialties dealer for details or go to www.dragspecialties.com.

Scala-Rider Q2 Bluetooth headset

The Scala-Rider Q2 is a helmet-mounted Bluetooth headset that's designed to provide safe, handsfree bike-to-bike communication for up to 1,600 feet or 500 meters.

It features Multiple Device Connection (MDC) technology, which allows bikers to connect to several audio sources in parallel: voice instructions from a GPS; mobile phone conversations with third parties; intercom conversations with passengers and with other bikers; and high-quality FM radio transmissions from the embedded FM module.

In addition to MDC technology and Bike-to-Bike intercom, it offers wind impact reduction, voice-controlled receipt and rejection of incoming calls, automatic volume adjustment according to driving speed and ambient noise, full rain and snow protection and more.

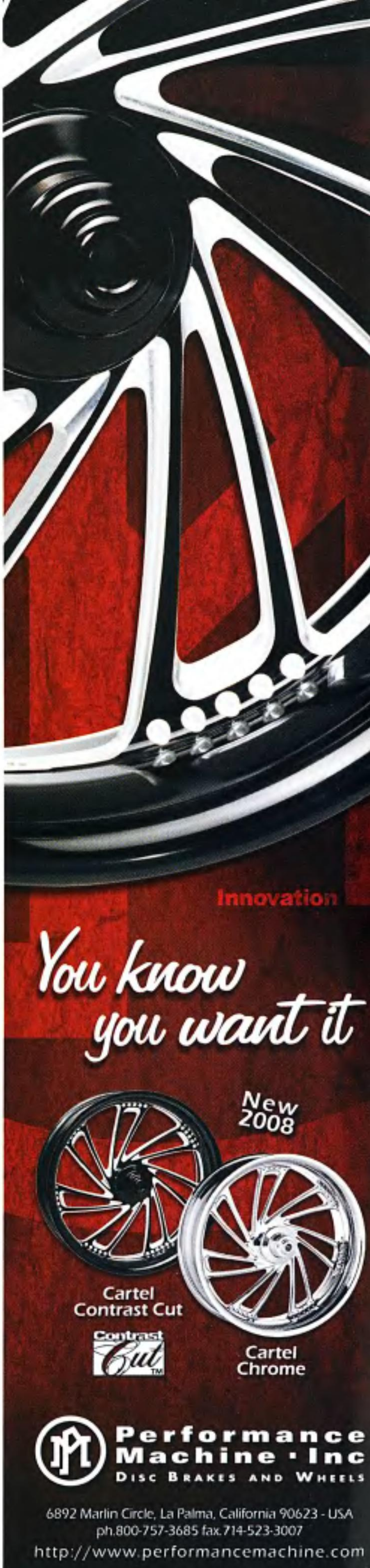
The Scala-Rider Q2 has a suggested retail price of $219.99 and is available from Cardo Systems at www.scalarider.com.

New DVD teaches welding

Miller now offers Ron Covell's "MIG Welding Made Easy" DVD, which is designed to teach entry-level hobbyists MIG welding skills and help others improve their skills and techniques. In this easy-to-follow program, recognized metalworking expert Ron Covell covers the basic processes used for successful MIG welding: proper machine setup; joint preparation; wire selection; gun angles; travel speed; and what to check when things go wrong.

Covell uses real-world examples, such as a patch-panel repair, to show correct MIG welding technique. "I demonstrate several practical applications that show exactly what happens at the weld when you change any of the parameters," states Ron Covell, owner, Covell Creative Metalworking. "These examples demystify the MIG welding process, allowing beginners to get up and running with as few mistakes as possible." Rounding out the video is a detailed look at plasma cutting for the home hobbyist. Safety, torch angles and technique are all covered as Covell explains the benefits of using a plasma cutter compared to other methods.

For more information on the 70-min DVD, call Miller at 800-4-A-MILLER.



Hell On Wheels

Steel City Barbed Wire Chopper

If you've ever had a run in with barbed wire, you know that once snagged you're in deep trouble. Make that stainless steel barbed wire and at least you won't have to worry about getting a tetanus shot. Steel City Choppers' Steve Peffer opted for stainless over chrome for a number of reasons when he conjured up a custom bike he calls "Hell on Wheels."

"I actually got the concept for the bike when I was at my parents' farm and was looking at a rusty piece of barbed wire. I knew I had to build an entire frame based on that idea. I went and built it out of stainless steel, one of the hardest

materials to work with. After TIG welding and then polishing the frame, it looks like liquid steel. And after the medical grade surgical stainless is polished, it stays polished for life." In other words you could dig this bike up in a thousand years and it will still look cool. Just watch out for the barbs.

After building a gig for the frame, Steve created the barbed wire design elements by taking an 18-inch rod, heating it up and then twisting it around the frame like an actual barb.

An artist by education with a degree in commercial art from the International Fine Arts College in Miami, Florida, he's able to visualize the entire motorcycle in his head. "I let all the metaphysics works out as I build the bike. As far as the choice of motors, I always loved the panheads, and STD is American made. Plus it was Indian Larry's favorite motor. He's been a major inspiration—I think the best in the world.

In November 2003, I drove up to New York City in my '56 Chevy panel truck and hung out with him at his shop. The reason my motorcycles are what they are today is because of the things he and Paul Cox taught me."

Growing up just north of Pittsburg and riding since he was eight, Steve built his first chopper and rode it to high school. "I bought it at a swap meet for $75—a 450 Honda chopper with big old apehangers and an 8-inch over front end. I was definitely the only kid who rode a chopper to high school. When I turned 17, I bought my first Harley, a kick only Sportster and rode it at school in Miami as my only transportation."

In 1994 he opened the doors of Steel City after moving back to Butler, Pennsylvania. His philosophy, as expressed in his barbed wire bike, is traced back to the influence of the legendary Ed Roth. "He chromed everything and was meticulous in every detail and custom painted everything. Indian Larry spent time with Ed and I learned, in turn, from him, to carry on that tradition, to keep the true 1950s and '60s choppers alive. We don't buy parts, we build them. I built that frame from scratch."

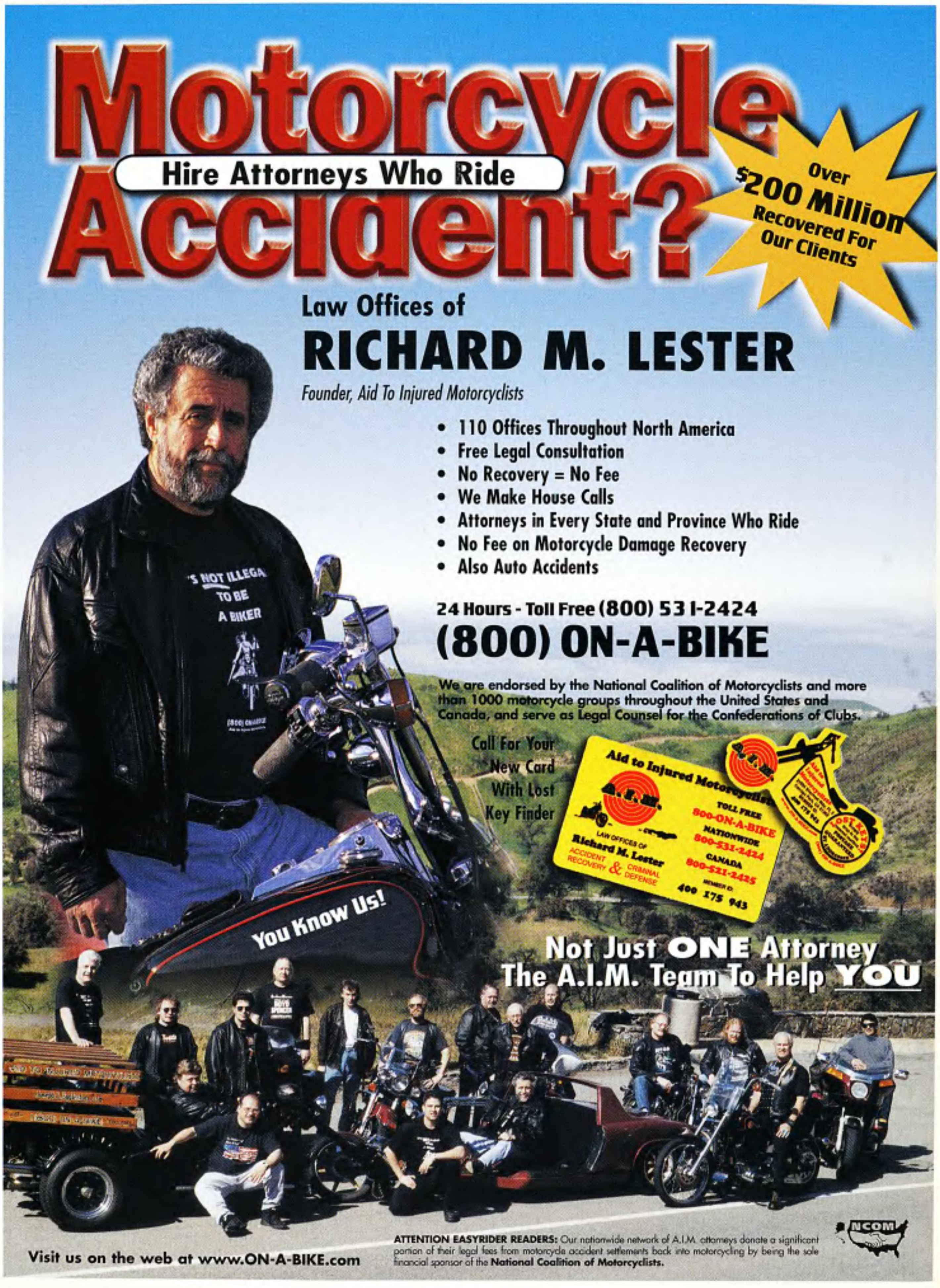
Speaking of scratch, the bike's oil tank is all stainless steel, too. Says Steve, "I picked that up at a scrap yard for five bucks. It was some kind of medical container with all the fittings. It goes to show you can still build cool stuff with materials that are available."

Very cool stuff, indeed.

—Paul Garson

Owner: Steve Peffer
City: Butler, Pennsylvania
GENERAL
Designer: Steel City Steve
Fabrication: Steel City Choppers
Model: Steel City Choppers
Assembly: Steve Peffer
Time: 3 months
Chroming: Paul's Chrome
ENGINE
Year: 2006
Model: STD panhead
Rebuilder: STD
Ignition: Morris G5 magneto
Displacement: 103 cubic inches
Lower end: STD
Balancing: STD
Pistons: STD
Heads: STD/Steve Broyles twin carb
Cam: Andrews C/550 lift
Lifters: hydraulic
Carb(s): 1966 L&L Linker/HD
Air cleaner: velocity stacks
Pipes: shotgun
Transmission: 2006 RevTech 5-speed
Modifications: adjustable tranny plate
Shifting: foot
PAINTING
Painter: Steve Peffer
Color/Type: black/PPG
Special paint: flames

FRAME
Year: 2006
Builder: Steve Peffer
Type: stainless barbed wire
Rake: 34 degrees
Stretch: 4 inches
Shocks: never
ACCESSORIES
Bars: drag
Handlebar controls: PM
Fenders: Fat Katz
Headlight: Paughco
Taillight: '37 Ford/SoCal Speed Shop
Pegs: twisted brass
Electrics: Steve Peffer
Gas tank: Steve Peffer
Oil tank: Steve Peffer
Oil system: copper
Seat: hand tooled/Steve Peffer
Grips: rubber
FORKS
Type: girder/Steel City Stainless
Extension: 4 inches over
Builder: Steve Peffer
WHEELS
Size: 21-inch front, 18-inch rear
Wheels: spoked
Tires: Avon
Brakes: PM
Photographer: Michael Lichter
Contact: Steel City Choppers
724-283-6969
www.steelcity.com



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NCOM

Talking Tech

CRANK IT UP

I have a question about my 2003 Anniversary Electra Glide Classic. I just put a Bassani Road Rage exhaust on it, which sounds great. Unfortunately, I can't say the same for my stereo. The sound was okay before, but now distortion is a problem when I increase the volume enough to overcome wind and exhaust noise. I don't listen to the stereo very often, but I have come to depend on it for keeping me alert on trips, especially late at night. I have better things to spend my money on than a $1,000 ghetto-blaster stereo, and wondered if you might know of a less expensive upgrade.

Glider Rider

I doubt you'll ever get concert-quality sound with a 70 mph breeze blowing, but check out Hog Tunes speakers. They are available through any Drag Specialties dealer (Drag P/N 4405-0032) and are a straight bolt-in replacement for the stock front speakers. They're also easy to install at home if you're handy enough with tools to get the outer fairing off without scratching something. The HT speakers have a richer sound than the stock '03 speakers throughout the range and are great up to 60-65 mph. Drag's MSRP for the pair is a most reasonable $99.95.

BLOWBACK

I own a 93-inch shovelhead with the S&S Sidewinder kit on it, 8.5:1 cast pistons, and Super E carburetor. The top end only has 2,000 miles on it. I took the air cleaner off to see how much gas the accelerator pump was pushing. When I started the bike it had a steady spray of gasoline blowing back out of the carburetor. What could be causing this besides the carburetor? The S&S technician I talked to claims that the back spray is caused by the cam, but I think it is the carburetor. My shovelhead isn't running any differently than it ever did and I am happy with it, but, if not the carburetor, I wonder if the back spray could be caused by leaky valves or something else. How do I get rid of this?

Mike K.

Cam timing is causing your blowback. The carburetor is just a passive conduit that air flows through on its way to the engine, picking up fuel as it goes. You may be able to reduce the blowback by advancing or retarding your ignition timing 1 or 2 degrees, if you can get away with it, but otherwise you'll need to change cams if enough gasoline collects to create a fire hazard.

A LITTLE KICKBACK

I put a kickstarter on my '74 Super Glide. Coming back from a long ride, the kicker bearing seized on the shaft and hit me in the back of the leg. How do I keep this from happening again? The kicker gear was a perfect fit on the shaft. Is 80/90 gear lube okay for my transmission?

Ivan

Gear lube is fine, but either you didn't have enough in the transmission, or you forgot to use the oil deflector on the transmission case—or both.

CARB CONUNDRUM

A bro has a 34mm Edelbrock dual carburetor kit that he bought on eBay. It is for an 80-inch Evo and it is new in the box. He decided to use another carburetor instead and now is trying to sell me the Edelbrocks at a good price. I am thinking of buying them for my Softail, but I've heard that the dual Edelbrocks do not stay in tune. Is this true?

Ronnie C.

No, but they do seem more sensitive to temperature than some other carbs, which can make the idle speed change as the engine warms. That's no big deal, though—just reach down and adjust the idle-speed screw by hand to keep the idle where you want it. In most cases, you'll only need to do that once per ride, if at all. If the screw is hard to turn by hand, just drop by a big hardware store and pick up a thumbscrew with the same thread.

WHAT A DRAG

I want to lower my Electra Glide but am concerned about ground clearance. The dresser corners very well for such a big barge. I road raced when I was young and still enjoy gassing it through curves. I get a big kick out Spearfish Canyon even now that I'm a graybeard and my question is this: to lower or not to lower?

Graybeard Race Guy

I'd say "not." Ground clearance can be a problem for people who enjoy the twisties and you will definitely lose some with a lowering kit. In case you hadn't noticed, that's a lot of tonnage to reign in if something grounds and throws you into a wobble. If you're just looking for a lower riding position, check the H-D and aftermarket catalogs for a low-profile saddle.

SHIM IT AND FORGET IT

I bought a repop of a stock pan frame from V-Twin. A bro told me to bolt down the rear motor mount first to see if there was a gap between the front mount and the frame. There is a gap of about 1/64-inch. My bro says to just shim the gap and forget about it, but I want to get a second opinion.

Nate

I vote with your bro. Shim it and forget about it.

PUMP IT UP

A friend is trying to sell me an S&S Super B carburetor that has an accelerator pump on it. He swears it came like that with the pump directly from S&S when he bought it in the early '80s. I can't find any record of a Super B with an accelerator pump in any of my old S&S catalogs or at the S&S Web site which has all of the carburetor instructions posted on it. Can you set me straight on this? I like the carburetor but I don't want to buy something that I'm not sure about.

Newbie with old ideas

S&S never made a Super B or a Super D with a pump. They never made an accessory pump for them either. The pump on your pal's B-carb is an aftermarket part that someone added after he bought the carb. Some of the add-on pump kits were ok, some weren't, and it is possible to screw up the carb while installing one. I wouldn't even consider buying that carb unless I could try it first. Verify that the pump works by removing the air cleaner and giving the throttle a good whack. You should see a stream of raw fuel squirt towards the engine. You'll also want to be sure the carb doesn't leak when it has gas in it.

—Tom Johnson

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

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Easynews

If it's of interest to bikers, we'll print it.

Industry News

S&S 50TH ANNIVERSARY UPDATES

The S&S 50th Anniversary Celebration will be upon us soon. By the time you read this there will be just two weeks left in the countdown to the biggest bike build-off ever. The riverboat cruises are filling up, the hotels in La Crosse are already spoken for, so if you plan to attend, you better get a place to sleep soon! The campgrounds in the area are still available, but if you want a hotel, plan on looking in Onalaska, West Salem, Sparta, Tomah and Prairie Du Chien on the Wisconsin side of things. In Minnesota, you should have luck with Winona and Rochester—and of course the friends you have in the La Crosse area.

The weekend will be packed full of fun and riding. La Crosse Harley-Davidson is planning on leading a Saturday ride down to Anamosa, Iowa, to see the National Motorcycle Museum and the J&P Cycles open house. The La Crosse Historical Society is making up maps to hand out illustrating rides to take in the scenery and local historic sights and the La Crosse Convention and Visitors Bureau is working on four or five good ride maps as well. If you are not the type to want to follow a map, we strongly recommend you take a ride along the Mississippi River (north and south of La Crosse) and see the beauty this area offers.

A few changes in the 50 builder line up should be mentioned as well. Due to family issues Darrian Teeft had to step out of the build, but Kris Krome stepped into master the 145ci V-Series engine he was using. Piet Hoffman had some complications that were preventing him from being here, so famed Los Angeles builder Trevelen is taking on the responsibility of giving an S&S P-Series engine a wild home for the weekend. The remaining builders have been sneaking a few peeks at their bikes to our 50th Anniversary crew and all we can tell you is, bring a camera.

For more information please visit www.sscycle50th.com.

—Howard Kelly

Who's Pumpin' Who?

A Booming Economy... For Some

The bursting housing bubble, the rising number of home foreclosures from the sub-prime mortgage fallout, an unstable stock market, devaluating dollar and a credit squeeze have played havoc on consumer confidence in an uncertain economy. Disposable income is less disposable these days, thus motorcycle sales dipped (an estimated 6.5%) in the U.S. for the first time in 14 years. Even iconic Harley-Davidson, the darling of Wall Street just a short time ago due to years of record growth and expansion, experienced a 6.2% decline in U.S. retail sales last year and saw their stock plummet 46% over the past 12 months.

So in these harsh economic times, isn't it good to know that some American industries are prospering? Well, maybe not when you find out that those industries are oil and insurance, and you realize how much of your hard earned cash they're lining their corporate pockets with.

For the property/casualty insurance business 2007 was a lucky year. Thanks to a dearth of major catastrophes last year, they posted their fourth year of record profits with nearly $65 billion, breaking a 20-year record. Combined profits for the record years of 2004, 2005, 2006, and 2007 are estimated to be $253.1 billion!

There is nothing wrong with a company making money, but a Consumer Federation of America report charges that the U.S. property/casualty insurance industry systematically overcharges policyholders and underpays on claims, cuts back on coverage and is getting taxpayers to pick up the tab for some of the risks they should cover.

The report goes on to say the major reason why insurers have reported record-high profits and low losses in recent years is that insurers paid out only about 54.6 cents in benefits from each premium dollar collected in 2007, dramatically lower than their pay-out ratio over the past 20 years of at least 60 cents, and in some years as much as 75 cents. This represents a substantial loss in value of insurance to consumers. The study estimates that insurer overcharges over the last four years amount to an average of $870 per household.

A *Reuters* news article on January 10, 2008, reported that the insurance industry is still trying to put behind it the multi-hurricane nightmare of 2005 when it suffered huge losses, complaints and lawsuits about storm damage coverage. Insurers have also succeeded in shifting some of the risk onto consumers and taxpayers by convincing Congress to pass an extension of the 2002 Terrorism Risk Insurance Act (TRIA), which pledges federal support for insurers hit by massive damage claims from terrorism. The Consumer Federation of America opposed renewing TRIA, calling it a subsidy to the insurance industry. The new report estimates that TRIA has saved the industry about $4 billion to date by

CONTINUED ON NEXT PAGE

Booming Economy CONTINUED

allowing it to avoid paying private reinsurance premiums.

While the insurance industry answers chiefly to state regulators, insurers will continue to exert their influence this year as Congress moves to update the federal flood insurance program. So will 2008 be another lucky year? But while the entire property/casualty insurance industry rang in $65 billion in profits last year, just one American company made nearly that much in the gasoline industry. We've all felt the pain at the pump as the average cost of a gallon of gasoline has more than doubled in the last seven years [from $1.41 in January 2001 to over $3.07 now].

While higher fuel prices have driven new riders to motorcycles, the double-edged sword is that petroleum isn't just used to make the gasoline that runs a motorcycle. It's also used to manufacture the parts, to run the factories that make the parts and to transport all those parts to the manufacturer who assembles the parts and then ships them to the consumer. The bottom line is that gasoline affects the bottom line.

Now comes word over the wires that on February 1, 2008, Exxon Mobil Corporation shattered the record for the largest annual profit for a US company—$40.6 billion—as the worlds largest publicly traded oil company that benefited from historic crude oil prices at years end. Exxon also set a U.S. record for the biggest quarterly profit, posting net income of $11.7 billion for the final three months of 2007, besting its own mark of $10.71 billion in the fourth quarter of 2005. The previous record for annual profit was $39.5 billion, which Exxon Mobil reported for 2006.

The eye-popping results weren't a surprise given record prices for a barrel of crude oil at the end of 2007. For much of the fourth quarter, they hovered around $90 a barrel, more than 50% higher than a year ago. Crude oil prices reached an all-time high trading of $100.09 on January 3, 2008. Also extraordinary was Exxon Mobil's revenue that rose 30% in the fourth quarter to $116.6 billion from $90 billion a year ago. For the year, sales rose to $404.5 billion—the most ever for the Irving, Texas, based company from the $377.64 billion it posted in 2006. Exxon Mobil produces about 3% of the world's oil. So the next time you fill your tank up just consider who's pumpin' who!

—Ralph C. Buss,
AIM Attorney in Ohio, Kentucky, Pennsylvania & West Virginia

Coast To Coast
Biker News

CYCLE SALES SLIDE: Economic pressures, the weakening dollar and decreased discretionary spending have contributed to the first downturn in the motorcycle market in 14 years, and according to a recent *L.A. Times* article, especially hard-hit are small-displacement dirtbikes and Harley-Davidson.

On the upside, motorcycle sales in 2007 were over the 1 million mark for the fifth straight year and battery and tire sales indicate that ridership and enthusiasm for the sport remain high.

According to the newspaper article, the U.S. Department of Commerce estimates a 2.2% sales drop in 2007, but some manufacturers are estimating a slide of up to 8 to 10%.

In a regulatory filing, Harley-Davidson said industrywide U.S. sales of large displacement motorcycles (over 650cc) fell 5% last year.

Harley's domestic sales dropped 6.2% and their U.S. market share dipped to 49.4% from 50%, while their closest competitor Honda had a 14.2% market share last year, down from 15.1%.

Bloomberg news service also reported recently that Yamaha is experiencing its first profit drop in eight years; Kawasaki claims sales are down but less than the industry average; and Honda and Suzuki each admit losses that parallel the industry overall. But there were also some bright spots for Ducati, KTM, Victory, and overall scooter sales.

On another positive note, industry market research group Freedonia has predicted an expanding global demand for motorcycles of 6% annually due primarily to emerging markets in Asia and South America.

And while declining motorcycle sales industrywide have taken a toll on Harley-Davidson's stock price, one of the country's largest financial institutions, Citigroup, has removed the Milwaukee motorcycle manufacturer's stock from its "recommended to sell" list, citing sales trends that had "stabilized somewhat."

"Son, I'm upping your allowance so you can afford better whores."

HORSEPOWER VS. HORSESENSE: While speed and power typically dominate two-wheeled trends, a safety movement may be afoot featuring such hot topics as airbags from Honda, inflatable vests from Dainese, and "uncrashable" bike concepts from BMW.

So it shouldn't be surprising to learn that Honda and Yamaha are working with 12 car manufacturers to test and develop technology intended to "reduce rear-end shunts, head-on collisions and detect drivers turning across a road in the face of oncoming traffic, a common cause of motorcycle accidents."

The systems, which will begin testing in Japan this month, enable automobiles to communicate speed and road position to other vehicles and warn of potential accidents via voice alerts and navigation system messages.

Fueled by government funded safety campaigns and worldwide legislative initiatives, these tests could signal a gradual revolution in motorcycle safety.

SIKH SEEKS FREEDOM FROM CANADIAN HELMET LAW: A turban-wearing Sihk who immigrated to Canada in 1989 and had been an avid motorcyclist in his native India, disputed a $110 ticket for riding his motorcycle without a helmet in 2005 and is now in court fighting Ontario's motorcycle helmet law on religious grounds.

With the Ontario Human Rights

CONTINUED ON PAGE 30

TERESI DYNO-DRAGS™

Patent No. 6,123,547 & No. 6,505,503

TERESI DYNO-DRAGS takes "inter-active" to a new level by allowing motorcycle enthusiasts to compete head-to-head with their own bikes under real racing conditions.

Utilizing a pair of motorcycle dynos, Christmas tree starting lights and a computerized timing system, riders can test their racing skills and find out how fast their bikes really are — all in the safety of a stationary environment.

Once "staged," the rider is looking down the simulated track, complete with an electronic scoreboard that displays top speed and elapsed time for each lane. With engines revving, the green light flashes and the riders accelerate their bikes — side-by-side — through the 1/4-mile stretch, just like at a real drag strip. And since every "run" is also a dyno-pull, the Teresi Dyno-Drags provides a printout of horsepower for each competitor.

The Teresi Dyno-Drags is a self-contained, mobile interactive attraction that can be set-up most anywhere — indoor stadium or outdoor parking lot — regardless of weather conditions.

With appearances planned at over 40 events per year for some 120+ days of operation, the Teresi Dyno-Drags will be coming to an event near you this year!

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Jan 18-20	Available
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Feb 1-3	V-Twin Expo - Cincinnati, OH
Feb 8-10	Available
Feb 15-17	Available
Feb 23	Arrowhead Harley-Davidson - Peoria, AZ
Feb 24	Tucson Harley-Davidson - Tucson, AZ
Feb 29-Mar 9	Bike Week - Daytona Beach, FL
Mar 14-16	RGV Harley-Davidson - McAllen, TX
Mar 22-23	Hilton Head Motorsports - Bluffton, SC
Mar 29	Great South Harley-Davidson - Newman, GA
Apr 5	Mt. Cheaha Harley-Davidson - Oxford, AL
Apr 12	Renegade Harley-Davidson - Alexandria, LA
Apr 19	Harley-Davidson of Louisville- Louisville, KY
Apr 24-27	River Run (Pioneer Hotel) - Laughlin, NV
May 2-4	Roseville Cycle Center - Roseville, CA
May 9-11	Augusta Harley-Davidson - Augusta, GA
May 14-18	Bike Week - Myrtle Beach, SC at the HB Spokes Saloon
May 23-25	Party at the Pines - Longview, TX (Gregg County Fairgrounds)
May 31	Fink's Harley-Davidson - Zanesville, OH
June 5-7	TN State HOG Rally, Knoxville, TN
June 13-15	Available
June 21	Harley-Davidson of Louisville - Louisville, KY
June 27-29	S&S 50th Anniversary Party - LaCrosse, WI
July 5-7	Smokey Mountain H-D - Marysville, TN
July 11-13	Boston Harley-Davidson - Everett, MA
July 15	Motorcycle Night - Lowell, MA
July 18-20	Bike Time - Muskegon, MI
July 25-27	Carlisle Bikefest - Carlisle, PA
Aug 2	Charlie's Harley-Davidson - Huntington, WA
Aug 8-10	Full Throttle Saloon - Sturgis, SD
Aug 14	Phelps County Fairgrounds - Rolla, MO
Aug 16	Pigtrail Harley-Davidson - Rogers, AR
Aug 22-24	Liberty, Harley-Davidson - Boston Hts, OH
Aug 27-29	Hal's Harley-Davidson - New Berlin, WI
Aug 30	RT 43 Harley-Davidson - Sheboygan, WI
Sept 5-7	Loess Hills Rally - Council Bluff, IA
Sept 13	High Country H-D - Frederick, CO
Sept 20	Birds of Prey Harley-Davidson - Caldwell, ID
Sept 26-28	Reno Harley-Davidson - Reno, NV
Oct 3-5	Harley-Davidson - Cartersville, GA
Oct 10-12	Available
Oct 16-19	Biketoberfest - Daytona Beach, FL
Oct 25	Harley-Davidson - Shreveport, LA
Oct 31-Nov 2	Available
Nov 8	Stone Mountain Harley-Davidson - Lilburn, GA
Nov 14-16	Available
Nov 21-23	Available
Nov 28-30	Available
Dec 5-7	Available
Dec 12-14	Available
Dec 19-21	Available
Dec 25	Merry Christmas

2009 6TH ANNUAL DYNO-DRAGS NATIONALS

Anyone racing in the 2008 year will qualify for the 2009 Dyno-Drags Nationals. Cash Prizes ★ Trophy Winners will be featured in V-Twin Magazine. $10,000 purse. Even last place will get $1,000!

GEICO Motorcycle · V-Twin Motorcycles · S&S · PEGASUS FUEL INJECTION

2008 SCHEDULE

Biker News Continued

Commission at his side, Baljinder Badesha argued that Ontario's helmet law violates his religious freedom, since Sikhist beliefs prevent him from wearing anything over his turban.

But Ontario Court Judge James Blacklock ruled that while the law prohibiting anyone riding a motorcycle without a helmet does violate his right to freedom of religion, it's justifiable in terms of the benefit that society gains in possible reduced health costs and the possible loss of people's loved ones.

Following the ruling, the World Sikh Organization of Canada (WSO) issued a statement expressing disappointment at the court's decision and asserting that wearing a turban doesn't substantially raise the risk either to the rider or to others on the road. The organization pointed to the Sikh motorcyclists in other jurisdictions who have been riding without helmets for many years. India, Hong Kong and Britain exempt Sikhs from wearing motorcycle helmets, as do the Canadian Provinces of Manitoba and British Columbia, where a human rights challenge precipitated the exemption. Similar challenges have failed in the U.S.

Baljinder has announced that he will appeal the decision, and backed by the local Sikh community, he now intends to challenge the constitutionality of the law rather than focusing his fight solely on his ticket. He and his supporters will also lobby politicians to change the law.

MINNESOTA BIKERS FIGHT TICKETS FOR ROAD BLOCKING: A judge has dismissed charges of obstructing legal process and running a stop sign against one of about 60 bikers stopped last summer near St. Joseph, Minnesota, for blocking an intersection during a run. The ruling by Stearns County District Court Judge Frank Kundrat comes after one of the other bikers was found not guilty of a stop sign violation after a trial.

Scott Reichert recently took his case to court and was acquitted after the prosecution had presented its case and before Scott had to put on a defense. Scott, a member of the club Street Legal, originally considered just paying the fine he told the *St. Cloud Times* newspaper, but then he saw the police reports that hinted at a possible motive that police wanted to target some of the BPMMCs.

The July 7 run from the BPMMC clubhouse was intercepted by as many as 19 law enforcement agents, including members of the state Gang Strike Force and an agent from the ATF. The BPMMC have been identified as a criminal gang based on criteria established by the Legislature, said Ron Ryan, Minnesota Gang Strike Force Commander, in defending their actions that day. A report filed in the case by the Gang Strike Force cites two examples of criminal activity tied to the BPMs: one incident is from 1971; the other is from 1968.

Scott and attorneys representing the dozens of bikers stopped that day contend that the officers and sheriff's deputies were looking for more. If that's the case, a box-score review of the stop could be considered a lopsided defeat; The 19 officers wrote about 60 citations for riders failing to stop at a stop sign and two for riders having a small amount of marijuana. They arrested one biker for disorderly conduct, but found no one wanted on warrants and no illegal weapons.

About five dozen other cases could be headed for separate trials, according to lawyer Stephen O'Brien, the Minnesota A.I.M. Attorney representing the remaining bikers.

WEIRD NEWS: MOTORCYCLES MAKE WOMEN'S CLOTHES FALL OFF: A new trend is developing: motorcycles and undressing women, reports the Web site clutchandchrome.com, citing two recent events that have the mainstream press lending some credence to this possibility.

First, Pamela Anderson made celebrity headlines around the world with her sold out Valentine's Day show at a famous Parisian Gentlemen's Club Cabaret House, Le Crazy Horse. A crowd of over 500 fans paid $300 to watch the former *Baywatch* TV star give a performance that finished on the back of a Harley-Davidson motorcycle.

A few weeks after Ms. Anderson's unique Valentine's present, pop star Prince threw a post-Oscar party in his Beverly Hills mansion, which featured room after room of exotic dancers dressed in various themes with one featuring a scantily clad woman enthusiastically using a motorcycle as a prop.

Many industry experts would agree, if this trend of women shedding clothing at the sight of a motorcycle becomes popular, currently struggling two-wheeled sales could see a marked improvement.

— ***Bill Bish***
National Coalition of Motorcyclists

Photo: Found on the web.

"Off to the Wideass Bike Tire Graveyard."

Easyriders, V-Twin And Biker Magazines Present

1ST ANNUAL BROKEN SPOKE OLD-SCHOOL RIDE-IN CHOPPER SHOW

Ride your nasty lil', oil-drippin' scoot down to the world-famous Broken Spoke Saloon on Lazelle on Wednesday, August 6 and party with your brothers and sisters from *Easyriders, V-Twin* and *Biker.* Custom-made trophies will go to:

Best Knuckle
Best Pan
Best Shovel
Best Evo
Best Sportster
Best Brit Bike:
(BSA, Triumph, Royal Enfield, etc.)
Best of Show:
(1st, 2nd and 3rd Places)

No pre-registration, just sign up at show. Sign up time is from 9 a.m. to 10:30 a.m., and the awards will be given out at 5 p.m., followed by live killer rock by Jasmine Cain. No metric bikes and your scooter must be ridden to the show. Best of Show winners will get a bike feature in *Easyriders, V-Twin* and *Biker* magazines. Bike Show judges will be Dave Nichols, editor of *Easyriders* and *V-Twin,* Dean Shawler, editor of *Biker* magazine and John Green of the Broken Spoke. Come hang with us at the coolest place in Sturgis.

Prizes and trophies include:

- Best Knuckle trophy and "Sweet Hog Of Mine" feature by *Biker* magazine.
- Best Pan trophy and prizes by Bikernet.
- Best Shovel trophy and $250 gift certificate by Jireh Cycles.
- Best Evo trophy by Carolina Custom Products.
- Best Sportster trophy and $250 gift certificate by Jireh Cycles.
- Best Brit Bike trophy and $200 bar tab at the Broken Spoke.
- $1,500 in Supertrapp product for Best of Show Winners.
- Best of Show trophies and product prizes by Carolina Custom Products.
- S&S Cycle jackets for all winners!

We'll see your mangy ass there!

—Phantom and Clean Dean

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Just ask for it and you've got it—Make a purchase of $50 or more and ask for your FREE copy of *Easyriders* from any of the bike shops listed here. Remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

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N. 8131 Kellom Rd - Beaver Dam
920-887-8425

Happenings

ALABAMA
Bama Bike Fest
Summer Rally
Date: Jul. 11-13
Place: Forkland
Info: 334-289-5213
www.bamabikefest.com

ARIZONA
17th Annual Too Broke For Sturgis
Date: Jul. 25-27
Place: Mormon Lake Lodge
Info: 602-ABATEAZ
toobrokeforsturgis.com

CALIFORNIA
Helmet Law Protest Rally
Date: Jul. 4
Place: Fiesta Island, San Diego
Info: 858-270-7771

Hollister Rally
Date: Jul. 11-13
Place: Hollister
Info: www.horsepower-promotions.com

Calendar Bike Show
Date: Jul. 12-13
Place: Queen Mary, Long Beach
Info: 562-435-3511
www.FastDates.com

Hayfork-N-You Motorcycle Rally
Date: Jul. 18-20
Place: Trinity County Fairgrounds, Hayfork
Info: 530-242-1970
www.Hayfork-n-You.com

Thunder in the Park
Date: Jul. 25-27
Place: Kearney Park, Fresno
Info: 559-761-6273
thunderinfresno.com

Cycle Show and Swap Meet
Date: Jul. 27
Place: Long Beach Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

COLORADO
Donnie Keeler Memorial Ride
Date: Jul. 12
Place: Boulder
Info: 303-441-4682

3rd Annual Ride To The Sky
Date: Jul. 19
Place: In The Zone, Golden
Info: 719-351-7120
www.ridetothesky.com

36th Annual Top of the Rockies Rally
Date: Jul. 24-27
Place: Paonia
Info: www.coloradobeemers.com

DELAWARE
MD/DE HOG Rally
Date: Jul. 31-Aug. 2
Place: Hunt Valley, MD
Info: www.mddestatehogrally.com

GEORGIA
Bike Show & Swap Meet
Date: Jul. 27
Place: Atlanta Expo Center
Info: 770-881-7438
www.abatega.org

HAWAII
4th of July Run and Campout
Date: Jul. 5
Place: Kauai
Info: 808-348-3298
www.koapuna.com

IDAHO
8th Annual POW MIA Awareness Rally and MC Rodeo
Date: Jul. 25-27
Place: Bannock County Fairgrounds, Pocatello
Info: www.powmiarodeo.org

ILLINOIS
Iron Sleds MC 30th Annual Bash
Date: Jul. 11-13
Place: Palmyra
Info: 217-414-1102
www.ironsledsmc.com

6th Annual Big Bikes Helping Little Tykes
Date: Jul. 12
Place: Duke's Drive In, Bridgeview
Info: 708-599-3027
www.littletykesrun.com

Thunder Nite
Date: Jul. 12
Place: Hall's H-D, Springfield
Info: 217-971-1444
springfieldilhog.com

Old Shawneetown Street Rally
Date: Jul. 17-19
Place: Old Shawneetown
Info: 618-922-1389
www.hogrock.com

Ride For Kids
Date: Jul. 20
Place: Elgin Community College, Elgin
Info: 800-253-6530
www.ride4kids.org

INDIANA
Hawg Waller
Date: Jul. 5-6
Place: Kosciusko County ABATE
Info: 260-248-7207

ABATE Party
Date: Jul. 11-13
Place: Orange County ABATE
Info: 812-723-9371
www.abateonline.org

Pre-Party Ride
Date: Jul. 12
Place: Pulaski County ABATE
Info: 219-946-7132
www.abateonline.org

Tri-County Observation Run
Date: Jul. 12
Place: Marion County ABATE
Info: 317-238-9246
www.abateonline.org

Walneck's Swap Meet
Date: Jul. 13
Place: Fairgrounds, Martinsville
Info: 630-985-2097
www.walneckswap.com

Ride For Kids
Date: Jul. 13
Place: Pinhook Park, South Bend
Info: 800-253-6530
www.ride4kids.org

28th Annual ABATE Boogie State Party
Date: Jul. 17-20
Place: Springville
Info: 317-422-8040
www.abateonline.org

Members' Roast
Date: Jul. 26
Place: Porter County ABATE
Info: 219-762-2206
www.abateonline.org

Hunger Run
Date: Jul. 26
Place: Region 9 ABATE
Info: 812-595-5544
www.abateonline.org

Big John's Run
Date: Jul. 27
Place: Dubois County ABATE
Info: 812-695-5034
www.abateonline.org

IOWA
24th Annual ABATE Freedom Rally
Date: Jul. 3-5
Place: Freedom Park, Algonia
Info: 641-858-5001
www.abateiowa.org

Downed Biker's Ride
Date: Jul. 13
Place: Ledges State Park, Boone
Info: 515-460-0080

KANSAS
Crossroads of America Rally
Date: Jul. 11-13
Place: Fairgrounds, Hutchinson
Info: 620-474-2546
www.crossroadsofamericarally.com

Ride For Kids
Date: Jul. 27
Place: Community College, Overland Park
Info: 800-253-6530
www.ride4kids.org

KENTUCKY
19th Annual AVA 2008 International Rally
Date: Jul. 8-10
Place: Bowling Green
Info: amervoyassoc.org

16th Annual Little Sturgis Rally
Date: Jul. 17-20
Place: Union County Fairgrounds, Sturgis
Info: 270-333-9316
www.littlesturgisrally.net

Hillbilly Christmas in July
Date: Jul. 20
Place: H-D, Pikeville
Info: 606-226-0726

MAINE
State HOG Rally
Date: Jul. 17-19
Place: Portland West
Info: 207-582-6098
www.mestatehogrally.com

Black Fly Fest
Date: Jul. 25-27
Place: Brownville
Info: 888-229-9UBM
www.ubm-usa.org

MARYLAND
Mid-Season Run
Date: Jul. 19
Place: Mid-Shore ABATE
Info: www.abate-of-maryland.org

MD/DE HOG Rally
Date: Jul. 31-Aug. 2
Place: Hunt Valley, MD
Info: www.mddestatehogrally.com

MASSACHUSETTS
2nd Annual SOS Run
Date: Jul. 5
Place: Outlaw BBQ, Foxboro
Info: 508-668-9681
myspace.com/sosrun

MICHIGAN
Black Bike Weekend
Date: Jul. 4-6
Place: Detroit
Info: 313-717-8386
vip-platinumelite.com

HOG Rendezvous on the River
Date: Jul. 8-13
Place: Ionia Free Fairgrounds, Ionia
Info: www.mihogrendezvous.com

5th Annual Veterans Motorcycle Rally
Date: Jul. 18-19
Place: Brady Park, Sault Ste. Marie
Info: 906-440-3056
www.vetsrally.alr3.com

Ross Johnson Memorial Run
Date: Jul. 19
Place: Muskegon
Info: 231-689-0774

2nd Annual Michigan Chopper Fest
Date: Jul. 25-27
Place: US 131 Motorsports Park, Martin
Info: 269-694-9579
davidson-express.com

Boomerama
Date: Jul. 25-27
Place: Davisburg
Info: 248-770-2478
www.boomersroadhouse.com

Just Ride
Date: Jul. 26-Aug. 3
Place: Upper Michigan
Info: 608-586-4507
www.upcruising.com

MINNESOTA
10th Annual Ride, Roast, & Rally
Date: Jul. 12
Place: The Powerhouse, Rothsay
Info: 218-867-2422
www.renegadesmc.com

Ride For Kids
Date: Jul. 20
Place: East Century College, White Bear Lake
Info: 800-253-6530
www.ride4kids.org

MISSOURI
5th Annual Ride For Freedom
Date: Jul. 19
Place: Vet's Home, Mt. Vernon
Info: 417-466-7103

10th Annual FORR Susan B. Koman Poker Run
Date: Jul. 19
Place: Classics II, St. Peters
Info: 636-397-5823

Trike Riders International Rally
Date: Jul. 24-26
Place: Sikeston
Info: 262-672-0258
www.trikes.org

M/C Swap Meet
Date: Jul. 27
Place: Twin Drive In Theater, Independence
Info: 816-228-5811
www.jwswapmeet.com

MONTANA
Beartooth Iron Horse Rally
Date: Jul. 18-20
Place: Beartooth Harley, Red Lodge
Info: 888-827-2663;
www.beartoothrally.com

3rd Annual Bike Show & Swap Meet
Date: Jul. 25-27
Place: Miles City
Info: 406-951-1010

NEBRASKA
Summer Fun Run
Date: Jul. 12
Place: Omaha
Info: 402-895-9538
www.abateofne.com

Pre-Sturgis Run
Date: Jul. 19
Place: ABATE 10
Info: 308-632-7034
www.abateofne.com

NEW HAMPSHIRE
New England States CMA Rally
Date: Jul. 10-13
Place: Deering Center, Deering
Info: 207-934-1622

NEW JERSEY
State HOG Rally
Date: Jul. 25-26
Place: Vernon
Info: 856-218-1060
www.njstatehograllly.com

4th Annual Steel Thunder M/C Charity Run
Date: Jul. 27
Place: Montvale
Info: 201-930-8952
www.steelthunder.org

NEW MEXICO
Sturgis Bound Rally
Date: Jul. 25-27
Place: Belen
Info: 505-452-2199
www.sturgisbound online.com

Rough Rider Motorcycle Rally
Date: Jul. 25-27
Place: Las Vegas
Info: 505-429-1434
www.roughrider motorcyclerally.com

NEW YORK
State HOG Rally
Date: Jul. 10-12
Place: Niagara Falls
Info: 845-657-8394
www.nystatehogrally.com

Ride For Kids
Date: Jul. 20
Place: Deerfield Volunteer Fire Dept
Info: 800-253-6530
www.ride4kids.org

7th Annual Ground Zero Independence Ride
Date: Jul. 26
Place: New York City
Info: 908-534-6051
www.groundzero indride.com

Summer Run
Date: Jul. 26
Place: ABATE Wayne County
Info: www.abateny.org

4th Rolling Thunder 2
Date: Jul. 27
Place: West Shore Little League, Staten Island
Info: 347-865-1747

NORTH CAROLINA
Easyriders Rodeo Tour
Date: Jul. 11-13
Place: Wilson County Fairgrounds
Info: 800-962-9857
easyridersevents.com

2nd Annual Southern Leadsled Nats
Date: Jul. 17-20
Place: Fairgrounds, Hickory
Info: 704-810-7559
kustomsofamerica.com

NORTH DAKOTA
State HOG Rally
Date: Jul. 18-19
Place: Jamestown
Info: 701-740-5845
www.ndstatehogrally.com

OHIO
6th Annual Crazy Horse Memorial Run
Date: Jul. 12
Place: Indian Motorcycle, Weston
Info: 419-669-4709
indianmcweston.com

Shorty's Annual Chicken Roast
Date: Jul. 12
Place: The Castle, Levittsburg
Info: 330-307-3194
www.bmrconline.com

19th Annual Kamikaze Jump
Date: Jul. 18-19
Place: Ashland
Info: 419-289-0750

22nd Annual Wetzelland
Date: Jul. 25-27
Place: Van Wert
Info: 419-587-3826
www.wetzelmc.com

AMA Vintage M/C Days
Date: Jul. 25-27
Place: Lexington
Info: amadirectlink.com/vmd/2008

Ride For Kids
Date: Jul. 26
Place: Honda of America, Marysville
Info: 800-253-6530
www.ride4kids.org

OKLAHOMA
State HOG Rally
Date: Jul. 3-5
Place: Tulsa
Info: 877-501-1464
www.okstatehogrally.com

6th Annual Running Of The Rats
Date: Jul. 12
Place: Frisco Bar, Enid
Info: 580-541-5628
www.ironlivergoons.com

Motorcycle Swap Meet
Date: Jul. 13
Place: Admiral Twin Drive-In, Tulsa
Info: 816-456-4415
www.jwswapmeet.com

Mid Summer M/C Rally
Date: Jul. 24-27
Place: Belle Starr Park, Eufaula
Info: 918-689-4747
midsummerthunder.com

OREGON
State HOG Rally
Date: Jul. 10-12
Place: Pendleton, Mt. Hood to Seaside
Info: 503-640-2369
www.orstatehogrally.com

Ride 4 A Cure
Date: Jul. 13
Place: Sandy
Info: 503-810-0932
sandyoregonchamber.org

Hogs and Hay Biker Rally
Date: Jul. 20-22
Place: Lebanon
Info: 541-990-1082

ABATE Run 21
Date: Jul. 26-28
Place: Birkenfeld
Info: 503-760-9015
abateoforegon-se.org

PENNSYLVANIA
14th Annual Thunder In The Cascades
Date: Jul. 3-6
Place: Fairgrounds, New Castle
Info: 724-658-5000
www.thunderinthe cascades.com

Gettysburg Bike Week
Date: Jul. 10-13
Place: Gettysburg
Info: 800-374-7540
www.gettysburg bikeweek.com

9th Annual CMN Bike Night
Date: Jul. 12
Place: Boyertown Park
Info: 215-234-8611
www.pagospelriders.com

Poker Run
Date: Jul. 13
Place: Lebanon
Info: 717-270-0948

Easyriders Rodeo Tour
Date: Jul. 18-20
Place: Butler County Fairgrounds, Prospect
Info: 800-962-9857
easyridersevents.com

State CMA Rally
Date: Jul. 18-20
Place: Orrestown
Info: 717-854-3043

Wanderfest
Date: Jul. 19
Place: Cyclone
Info: 814-465-3594
www.wanderersmc.org

7th Annual KidsPeace Toy Run
Date: Jul. 19
Place: Lippy's, Marshalls Creek
Info: 917-488-3957
www.independentbikers ofpennsylvania.org

Loom-a-tic VI
Date: Jul. 19
Place: Moose Lodge, Huntingdon
Info: 814-643-0354
huntingdon223loom.org

Summer Bike Fest
Date: Jul. 25-27
Place: Carlisle
Info: 717-243-7855
www.carsatcarlisle.com

RHODE ISLAND
13th Annual Car and Bike Show
Date: Jul. 19
Place: Ocean State H-D, Warwick
Info: 401-781-6866
www.oceanstatehd.com

SOUTH CAROLINA
Wing Ding 29
Date: Jul. 3-6
Place: Greenville
Info: 800-843-9460
www.wing-ding.org

SOUTH DAKOTA
Sturgis Riders Rally
Date: Jul. 4-6
Place: Sturgis
Info: www.sturgisriders rally.com

Custer Cruisin'
Date: Jul. 31-Aug. 10
Place: Custer
Info: 605-673-2244
www.custercruisin.com

TEXAS
Texas TEA Party
Date: Jul. 1
Place: Eagles Landing Park, Abilene
Info: www.tmra2.org

4th of July Party
Date: Jul. 4
Place: Stroker's Dallas
Info: 214-357-0707
www.strokersdallas.com

West Texas Blackgold Biker Rally
Date: Jul. 18-20
Place: Goldsmith
Info: 432-827-3404
www.blackgoldrally.com

2nd Project Safe Place Rally
Date: Jul. 19
Place: Youth Services, Belton
Info: 254-519-3160

Dad's Day Party
Date: Jul. 21
Place: Bells
Info: 903-891-1340
www.tmra2.org

UTAH
July Blast
Date: Jul. 18-19
Place: Central Chapter ABATE
Info: 801-375-7955

VERMONT
4th of July Parade and Community Festival
Date: Jul. 4
Place: Morrisville
Info: www.united motorcyclists.org

6th Annual Bear Bones Bash
Date: Jul. 11-13
Place: Hazen's Notch Campground, Lowell
Info: 802-744-6612
www.hazensnotch campground.com

VIRGINIA
3rd Annual Trike In
Date: Jul. 4-6
Place: Fairgrounds, Harrisonburg
Info: 540-833-6087
www.vabtw.org

WASHINGTON
Ride And Rally For A Cure
Date: Jul. 12
Place: Kitsap Mall, Silverdale
Info: 360-271-7814
www.rideandrally foracure.org

WEST VIRGINIA
State HOG Rally
Date: Jul. 16-18
Place: Canaan Valley Resort, Davis
Info: 304-982-6777
www.wvstatehogrally.com

Wild & Wonderful Mountainfest
Date: Jul. 24-27
Place: Morgantown
Info: 800-WVA-BIKE
www.wvmountainfest.com

WISCONSIN
3rd Burn Camp Ride
Date: Jul. 12
Place: H-D, Oconomowoc
Info: www.fireand iron17.com

WIM's Heart of Wisconsin Tour
Date: Jul. 18
Place: TBA
Info: www.accident scene.org/events.htm

28th Annual BBC Motorcycle Rally & Show
Eagle Cave
Date: Jul. 18-20
Place: Blue River
Info: britishbiker.net

24th Annual Summer Twister
Date: Jul. 24-27
Place: Wildlife Refuge Campground, Birnamwood
Info: 715-873-3408
www.vnvmc-wi.org

WYOMING
State HOG Rally
Date: Jul. 10-12
Place: Lander
Info: 307-421-0067
www.wystatehogrally.com

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: 818-889-1252; www.easyriders.com

National Law Chart

Neither *Easyriders*, nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	Lane Splitting	Handlebar Height
Alabama	r	a		17	c	c			r			p	34
Alaska	4		15	17	c	c		p	r	r-28		p	34
Arizona	4	a,12	14	17	c	c			r	r-29		p	34
Arkansas	6		r	r, 17	c	c			r	r			33
California	r	a,6,12		17, 21	c	c		25	r	r-28		33	39
Colorado		a,12	r	17	c	c			r	r-28		33	39
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		p	
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		33	34
Florida	32	a,6,12,13	r	r, 17	c	c			r			p	36
Georgia	r	a,12,13	14	r, 17	c	c		26	r			p	
Hawaii	1, 4	a,12	14		c	c	24		r	r		p	34
Idaho	4	a,6		17	c	c						33	
Illinois		a, 4,12,13	14	r, 17	c	c			r			33	37
Indiana	4,9	a,12	4	17,18	c	c						p	
Iowa		a,4,12		17,20	c	c			r			p	
Kansas	4	a,12	14	21	c	c			r (left)	r-28		p	37
Kentucky	3, 6, 9	a,12	r		c	c			r	29		33	
Louisiana	r	a,12	14	17	c	c			r (left)	r		p	34
Maine	7	a,12,13		r	c	c			r	r		p	37
Maryland	r, 1	a, 4,12,13	14		c	c		25	r	30		p	34
Massachusetts	r	a,12	14	17	c	c		p	r	r		p	34
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		p	34
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		p	
Mississippi	r									r		33	41
Missouri	r	a,12		17						r		33	34
Montana	4	a,12		r, 17	c	c			r			p	
Nebraska	r	a,12,13		17	c	c						p	42
Nevada	r	a,12	14	17	c	c			r			p	37
New Hampshire	4	a,12	14	17	c	c			r	r		p	
New Jersey	r, 1	a	9a	17	c	c			r	r		33	37
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		33	
New York	r, 1		r	r, 17	c	c		25	r	r		p	37
North Carolina	r	a		r, 17	c	c			r	r		p	
North Dakota	1, 4	a,10		17	c	c			r			p	34
Ohio	3, 4,9	a,4,12	14	17	c	c			r	r, 28		33	34
Oklahoma	4		14	r, 17	c	c						33	40
Oregon	r	a,12		r, 17	c	c			r	r, 28		p	
Pennsylvania	6	a,12,13	r	r, 17	c	c		26	19	r		p	
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		p	34
South Carolina	1, 6		14	r, 17	c	c			r	r		p	
South Dakota	4	a,12,13	14	17	c	c			r			p	34
Tennessee	r	a,12	14	r, 17	c	c			r			p	
Texas	31	r, 4		17a	c				r	r		33	34
Utah	4	a,12		17	c	c			r	r		p	38
Vermont	r, 1	a,12	14	17	c	c			r	r		p	34
Virginia	r	a,12	14	17	c	c			r	r	p	p	
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		p	35
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		33	34
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		p	35
Wyoming	4	a		r, 17	c	c			r			p	37
Wash. D.C.	r		14	17	c	c			r	r	p	p	34

LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of \$10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of \$10,000 in medical insurance.
33 Not referenced in Admin. Code or Statutes
34 Maximum of 15" above seat
35 Maximum of 30" above seat
36 Top of shoulders
37 Grips below shoulder height
38 Handgrips below shoulder height - Maximum of 15"
39 Maximum 6" above shoulder seated
40 No higher than eye level of the operator
41 Maximum of 10" above fasten point
42 Maximum of 15" above fasten point

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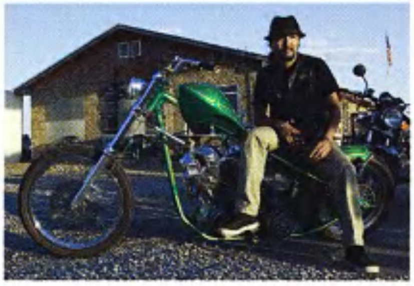
MICHAEL LICHTER'S 7TH ANNUAL MOTORCYCLE-THEMED EXHIBIT

ONE WORLD CHOPPERS

There's always plenty to do during Sturgis Bike Week, but one of our favorite things to do each year during the rally is to check out Michael Lichter's Exhibit out at Thunder Road. Mike has been presenting a combination of displays of original artwork, photography and custom motorcycles for the past seven years. Last year's offering was entitled One World Choppers and was inspired by The British Invasion of music from 1964-1966. After R&B and early Rock 'n' Roll



made it overseas, "Beat" groups like the Beatles, Rolling Stones and the Yardbirds brought a changed Rock 'n' Roll back to the United States and the rest is history. In a similar way, Harley-Davidson motorcycles were exported all over the world, adapted to local culture, and something new was born.

The One World Chopper Exhibit was limited to 24 foreign-born builder-artists, including some that live and work in the USA and others that shipped their bikes and art from overseas. The show demonstrated how builders from abroad have influenced and contributed to the contemporary custom motorcycle scene in America. Foreign-born two-dimensional artists, whose work, while less known in America, is of great importance in their own countries, provided artwork for wall displays.

Given the increasing interdependence of countries around the world, the exhibition was particularly relevant because it brought together a diverse group of people who share a passion for motorcycles. Attendees of the One World Chopper exhibit enjoyed the motorized art of the following world-class builders:

Photos: Michael Lichter and Steve Temple

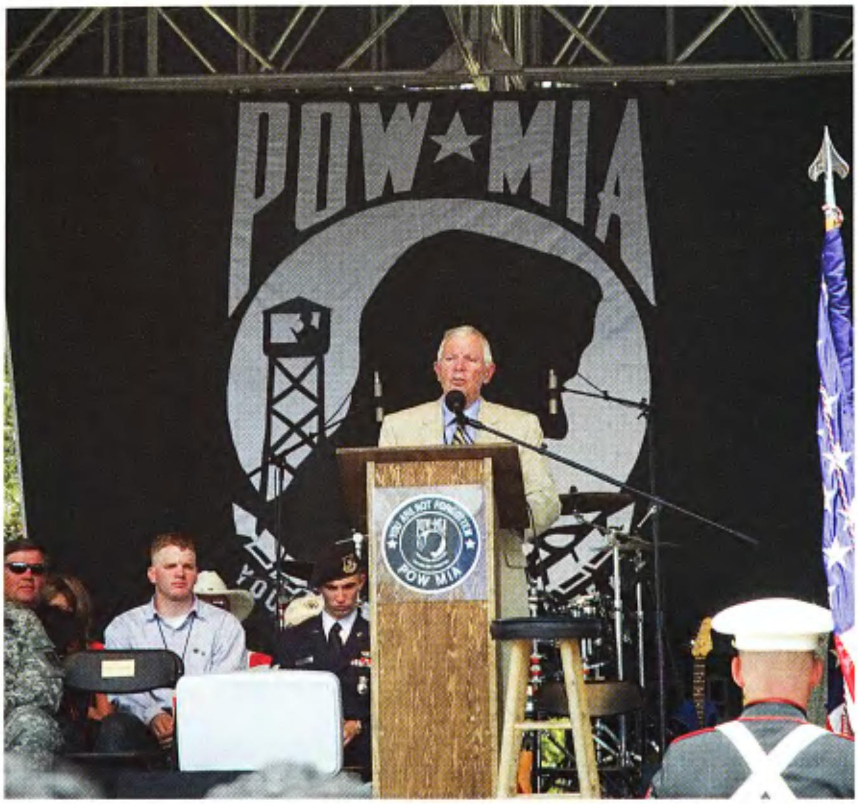
Alan Lee (Gangsta Choppers, Los Angeles, CA, representing Belgium)
Chica (Chica Custom Cycles, Huntington Beach, CA, representing Japan)
Daniel Crespo (Devil Inside Cycles, Leon, Spain, representing Spain)
Derek Pauletto (Trillion Industries, Calgary, Canada, representing Canada)
Frank Pedersen (Motorcycle Works, Olathe, KS, representing Norway)
Fred Kodlin (Fred Kodlin Motorcycles, Hessen, Germany, representing Germany)
Hideya Togashi (Hide Motorcycles, Kawasaki, Japan, representing Japan—bike courtesy Giovanni Valla, Italy)
Hiromichi Ishihara (Satsuma Cycle Works,Yao,Osaka, Japan, representing Japan)
Horst Rösler (3-D Photos from Frankfort, Germany, representing Germany)
Keino Sasaki (Keino Cycles, Brooklyn, NY, representing Japan)
Kevin Alsop (Big Bear Choppers, Big Bear Lake, CA, representing Australia)
Kin Koyama (Photographer/visual artist, Tokyo, Japan, representing Japan)
Manon Elder (Paintings from British Columbia, Canada)
Mark Van der Kwaak "Duckman" (Paintings from Leiden, The Netherlands)
Masa (Four Speed Garage, Tokyo, Japan, representing Japan)
Michael Knepper (Paintings from Hamburg, Germany)
Mike Tomas (Kiwi Indian Motorcycles, Riverside, CA, representing New Zealand)
Motor Marc Lacourciere (Paintings from Ontario, Canada)
Peder Johansson (Hogtech, Eskilstuna, Sweden, representing Sweden)
Rich King (Illustrations Ashton Under Lyne, England, representing England)
Roger Goldammer (Goldammer Cycleworks, Kelowna, representing Canada)
Russell Mitchell (Exile Cycles, North Hollywood, CA, representing England)
Takao Isobe (Photography from Tokyo, Japan, representing Japan)
Tom Jansson (Swede Built, Stamford, CT, representing Sweden)
Walt Siegl (Walt Siegl Customs, New York, NY, representing Austria)
Yoshihito Tomobe (Painter from Kawasaki, Japan)

In addition, 20 moto-journalists from all over the world wrote commentaries and thoughts on the subject for the exhibition. We look forward to this year's Sturgis exhibit, "Stay Gold" which is a tribute to the late Johnny Chop, honoring backyard builders. *—Dave Nichols*

1 5 Y E A R S A N D G R O W I N G

Salute To American Veterans Rally

For many years, the city of Cripple Creek, Colorado, played host to the annual Salute To American Veterans Rally and the traditional Recognition Ride, and it was a fabulous place to party—a small casino town resting in the mountains of Colorado, cool locals, good food, good times. Well, for this year, anyway, the Cripple Creek City Council pulled the



welcome mat out from under the Rally promoter's feet and told them they were no longer welcome. Seems several members felt, "there were too many bikers" at last year's event. Although Jim Wear, the promoter of the event, had little time to find a new home, he did and it was equally fantastic.

Winter Park, located in the Fraser Valley, is the current home of the Rally and for the 15th anniversary of the Rally and the 20th anniversary of the Ride, it found the perfect spot to "start over." Nestled high in the mountains, Winter Park is mostly known as a ski resort town in the winter; however, there are enough

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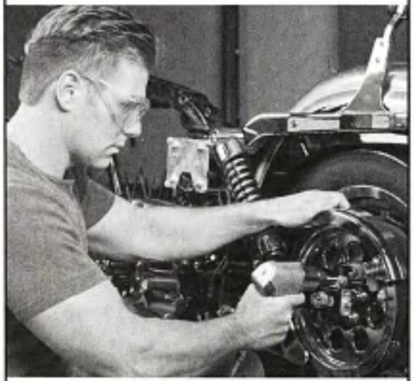

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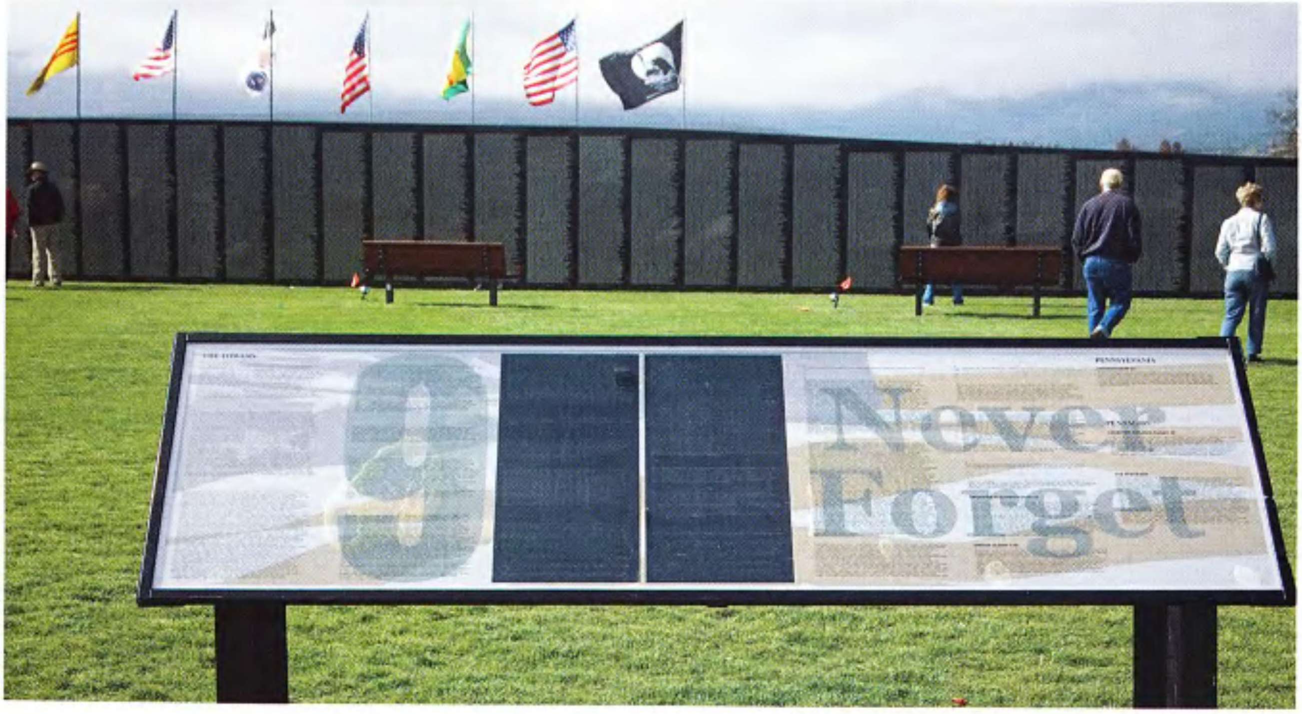
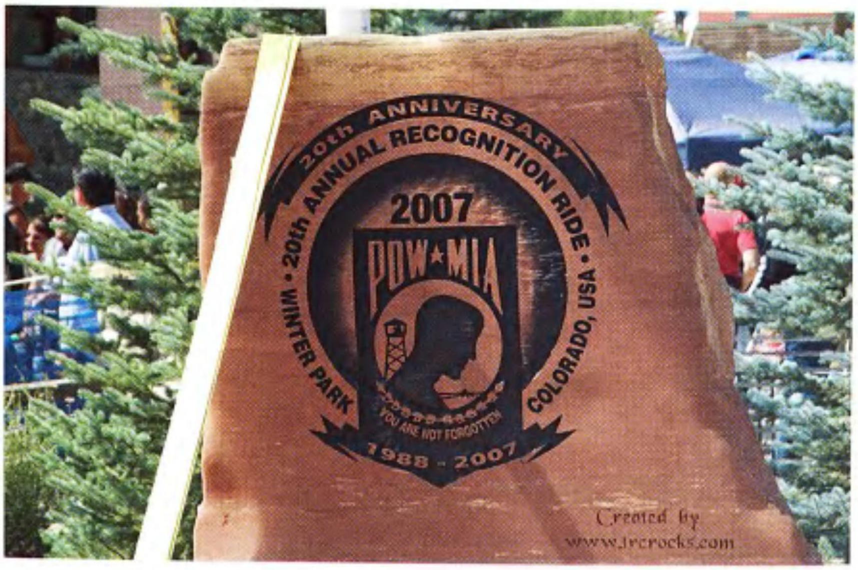

Never
Forget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2007
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1988 - 2007
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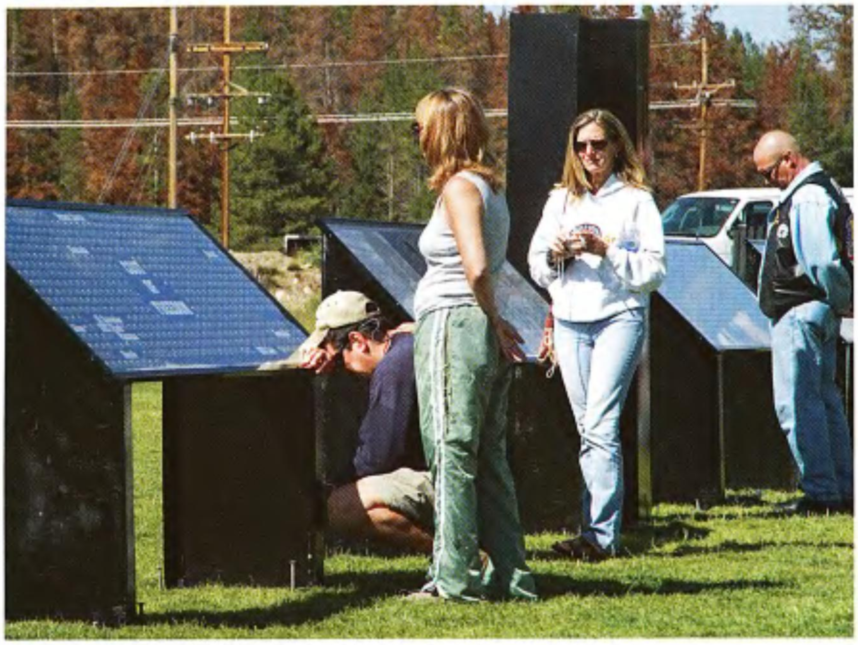
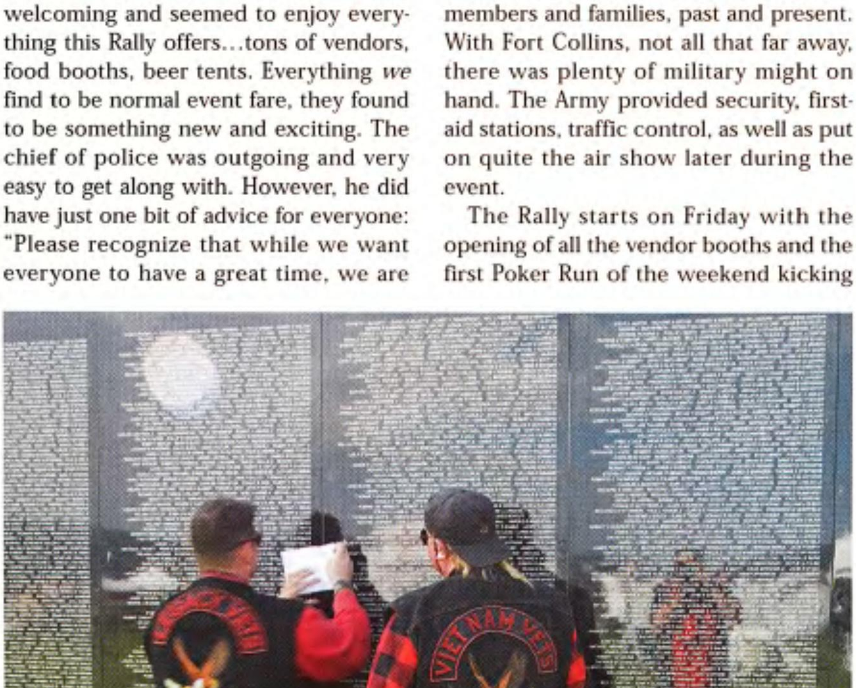


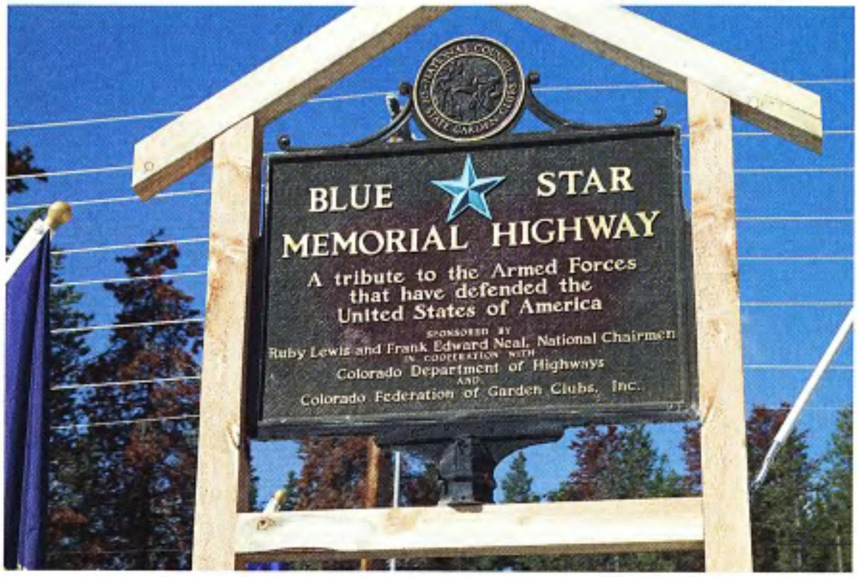
things to do there to make this a viable community year-round. The locals weren't made aware of the event until the last minute.

Almost every resident we spoke with, although a little surprised at the mass of bikers taking over their town, were very welcoming and seemed to enjoy everything this Rally offers…tons of vendors, food booths, beer tents. Everything *we* find to be normal event fare, they found to be something new and exciting. The chief of police was outgoing and very easy to get along with. However, he did have just one bit of advice for everyone: "Please recognize that while we want everyone to have a great time, we are also a family-oriented community and ask that those values be respected." That explains why we were asked to tone down our language at the Irish pub late one night.

This event serves one purpose: to show support and thank our military members and families, past and present. With Fort Collins, not all that far away, there was plenty of military might on hand. The Army provided security, first-aid stations, traffic control, as well as put on quite the air show later during the event.

The Rally starts on Friday with the opening of all the vendor booths and the first Poker Run of the weekend kicking





Photos: Scott McCool/Curt Lout

off. This year, there was a display of one of the Traveling Walls (there are four in existence), put on by the American Veterans Traveling Tribute. Located just outside of town, this site is always a place for people to see a scaled-down version of those listed on the Wall in D.C. and, for some families or friends of those servicemen and women listed on The Wall, a chance to bring closure. The added bonus to this site was a separate "Wall" set up to recognize current service members for the conflicts in Somalia, onboard the USS Cole, and in Desert Storm, Iraq and Afghanistan. It was interesting and heartwarming watching Vietnam veterans comforting and consoling those gathered around that display. Who knows better, right?

Saturday brought together the Rally parade and the Recognition Ride. The parade formed up right outside of town and by the time the last entry had passed, the riders—close to 500 in number—were bringing up the rear, so to speak. A Remembrance Ceremony took place following the parade, which included many guest speakers, the original Patriot Guard riders, dedications and several flyovers that would bring everything to a standstill. Trust me, when you have a couple of F-16s and a MIG fly over at low altitude…you pay attention. The keynote speaker was Michael E. Thornton, U.S. Navy SEAL and Congressional Medal of Honor recipient. He is one of only a few CMH recipients to receive his CMH by rescuing another CMH recipient. The rest of the day was filled with bands and just the general revelry you come to expect of a good rally.

Sunday began with a very moving ceremony out at The Wall, then it was time for the Tattoo Competition (you can read all about that in outsert of the May issue of *Savage* magazine). This competition brings people from all over the country to display their ink…it's something else. Wrapping up Sunday's festivities was the Blue Star Memorial Highway dedication. In 1962, Hwy 40 (the only road in and out of Winter Park) was dedicated as Blue Star Highway; however, that marker now sits in a case in Winter Park. So a new marker was dedicated at the close of this event.

If you're looking for a great place to ride to, have a great time while you're there and just enjoy the atmosphere, the Salute To American Veterans Rally is the place to be. For info and even more pictures, go to www.pro-promotions.com and tell 'em you saw it in *Easyriders*.

—Oil Can

EARL KANE'S BRIT BOBBERS

Bad To The Bone Bonnevilles

In 1886 a bicycle company got off to a great start just by its choice of names...Triumph. By 1905 they were building their first motorcycles just in time for the dawning of the Golden Age of British bikes.

Through the struggles of WWI and WWII, Triumph rallied to the Allied war effort then followed up with the famous Thunderbird in 1950 (Brando rode one in the 1953 classic film *The Wild One*). An even more famous milestone bike appeared in 1958 with the introduction of the legendary Bonneville, a 650cc dual-carbed twin that set hearts pumping around the world. Although the original company came and went as the British bike industry faded into history, Triumph was reborn in 1990 with new models entering the U.S. market in 1995 followed by a re-launch of the famous Bonneville in 2000. Since then, the company has prospered thanks to high-quality machines that attract a whole new generation of riders.

But for many the 1950s and 1960s Triumphs are the crème de la crème, the epitome of classic British vertical twins. Bobbing and chopping them is a natural progression. The homage to the '50-'60s bobber/chopper seen here is the creation of a Brit bike fan named Earl Kane from his enterprise called "Cycle Art by Earle" located in San Pedro, California.

Earl built his first bike at the age of eight back in 1953. He used a 26-inch bicycle frame, spun on a pair of 20-inch wheels then bolted in a cast-iron, single cylinder, 1 1/2 horsepower Briggs & Stratton motor he transplanted from an old Maytag washing machine. "It was direct drive and didn't have a clutch, so you had to peddle the bike to get the motor started and when you came to a stop sign or a red light, either you went through or had to turn the engine off."

His first big bike build was a 1937 Indian Scout that he bobbed after he got out of the Navy. Earl has been building and modifying bikes ever since with a special inclination to British bikes and in particular the Triumph twin.

Since Earl's been building bikes and custom parts since 1964, he was there when this Trumpet was new. The gnarly hardtail is built around a 1964 Bonnie powertrain placed in a TR-6 frame with an aftermarket hardtail rear end mated to an equally classic Ceriani front end. The rear wheel is a Harley 16-inch wheel

laced to a Triumph hub and that rear spinner knock-off was transplanted from a 1950's Hilderand sprint car. A 19-inch wheel up front wears an 8-inch '69 Triumph twin-leading shoe brake assembly. "The front brake works great, but with the back brake, it helps to drag your feet," laughs Earl. His own handiwork can be seen in the deeply and dramatically finned alloy oil tank he designed and fabricated to match the original Webco 1960s finned primary cover. He also made the velocity stacks and the chain tensioner as well as the chromed steel pan seat. It's doubled up with a liner underneath while those pads contain gel foam under leather. Earl says that with the combination of the springs taken from a Stingray bicycle, it makes for a fairly comfortable ride even with the hardtail design.

Spark is advanced via an original 1970s ARD mag so the bike runs batteryless with no unsightly switches to clutter up the bars. You'll notice a trick kickstart

lever, Earl's signature piece found on all his bikes. "The first one I whittled out of metal then had a bunch made by water-jetting." Earl says the bike is usually a first-kick thanks to the mag. When the bike fires up, the headlight comes on and that headlight is a 1950s Appleton auto spotlight. "I use a lot of 1940-50s Appleton spotlights. They just make a beautiful motorcycle headlight."

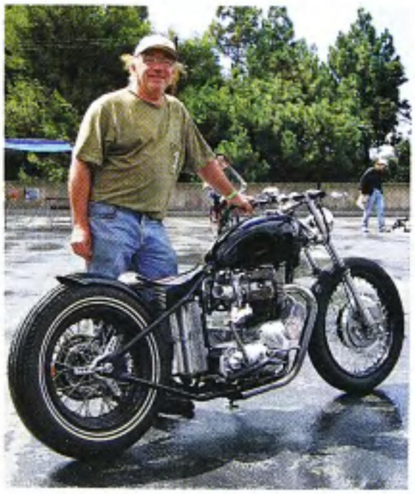
Earl, who has been painting cars and motorcycles since the 1960s, also sprayed the bikes gloss black. In fact, he paints all his bikes but turns the incredibly sharp edged pinstriping over to a master of the art, Leonard Russo of Harbor Sign in San Pedro.

As to how it feels to ride the bike, Earl says, "From bar to bar and to the beach, it's fine. It's not exactly a cushy freeway bike, but I'm 62 and it doesn't beat me up too badly."

Following in his father's wrench steps, Earl's son, Brian, when not manning fire trucks as an L.A. County firefighter, works at the shop on both customers' bikes and his own. He recently finished an 18-month father-son project. Brian's bike, painted in hot rod flat black and enhanced by Leonard's pinstriping, is based around a '65 frame and a Thunderbird motor with Bonneville heads and twin Amal carbs. The list of handmade custom parts includes the rigid hardtail rear section, the front end, oil tank, wheel spinners, velocity stacks and license bracket. The headlight once graced a '51 Merc as a spotlight, while the matching taillight was found on eBay. The inclination to adding just the right details helped to produce a show-winning design.

While Earl specializes in Triumphs, he also works on both BSA and the occasional Norton. And he does paint in a variety of colors including "correct" '70s metal-flake. His price range for building one of his gnarly bobbers runs $7,500-$15,000. If you bring all your own parts that could drop to as low as $5,000. You can't beat that.

Earl's work has garnered attention including the Outstanding Detail Motorcycle Award at the prestigious 58th Annual Grand National Roadster Show and also Best Modified at the 28th Annual Hansen Dam British Rally. You can check out his other projects at www.earlsbikes.net or call him at 310-218-2979. *—Paul Garson*



Photos: Paul Garson

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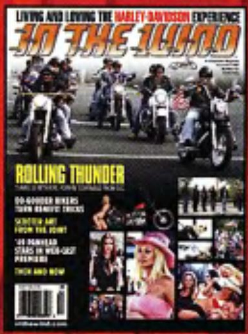

Rides and parties, runs and buns, mugs and jugs, scooters and hooters.

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SUPERMAX BELT DRIVES
Phil Ross, The Man Behind The Modern Belt Drive

Phil Ross of SuperMax Products has been involved with motorcycles for well over half a century. One day someone may write a book chronicling his event-filled life, but we are going to cut to the chase and talk about his belt drives.

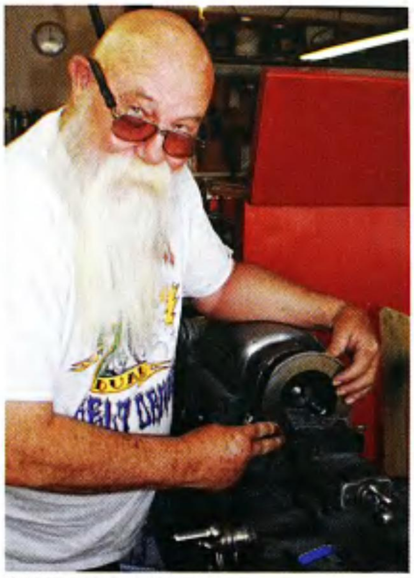
Phil had always been disenchanted with chains and wanted an alternative that would be strong and work well with little or no maintenance. First he approached Uniroyal about producing belts, but they weren't interested in working with small companies. Through a friend, he was directed to the Gates Rubber Company.

In 1972, Phil headed to Denver on his gooseneck chopper and pulled up to the Gates facility. As soon as he said "motorcycles," he had their attention. Gates engineers John Redmond and his associate, Don McCombre, showed Phil a polychain belt they were working on for snowmobiles. They were having problems with debris tearing up their belts. It was obvious that they had tackled the wrong market and Phil had the answer. The engineers at Gates agreed to help Phil if he would help them.

Gates provided some sample belts and cut some teeth into a giant piece of billet aluminum. Phil machined it out and inserted a H-D clutch basket into the ring for the first poly-chain test. That basket probably weighed 20 pounds. They started out with belts constructed from No. 45 Kevlar cord, which weren't up to the task. Then they changed to No. 65 and finally ended up with No. 80 cord Kevlar belts, but they still experienced a few failures. At the time, they were unaware of the fact that the transmissions and the engines were not flat with each other, which was the primary cause of premature belt failure.

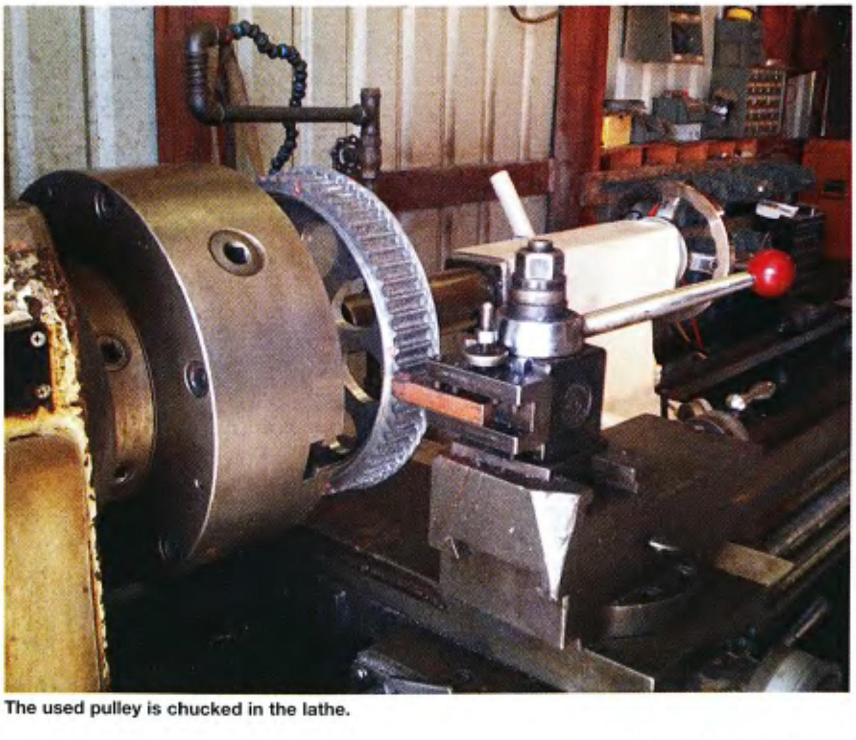
Early on they noticed that the aluminum pulleys were wearing out way too soon. They tried hard anodizing them, but that didn't work well either. Then they tried steel, which was heavy, expensive and still wore out. John Redmond suggested, "Why don't we make the pulleys out of a material similar to the belts?" Phil and John started experimenting with materials and methods to produce them. Finally, after many tries,

Phil Ross, owner of SuperMax, knows a thing or two about belt drives.



Phil machines a belt pulley.

This expensive worn billet rear pulley can be saved.



The used pulley is chucked in the lathe.

they achieved success with polyurethane pulleys. They now had pulleys that wouldn't wear out and a belt strong enough to do the job. It was 1975 when they finished all of the initial prototype work and testing.

Next Gates and Phil tackled a rear drive just to see what would happen. Again he was rewarded with success. In August of '77 Phil rode his stroker test bike to Sturgis with the world's first working dual belt drive.

In '78-'79 representatives from Gates took Phil along with them to pitch Harley-Davidson on producing belt drives for their production bikes. Harley needed to get rid of the noise from chains and soon realized that Gates Poly-Chain belts were the wave of the future—not just for motorcycles; many industries needed a strong reliable belt. Now, Gates Poly-Chain is The Gates Rubber Company's flagship product.

But all was not so rosy. In 1980 Harley put the Sturgis model into production before it was really ready to go. The primary covers were not adjustable and there were lots of problems. The belt drive had been installed into bikes designed for a chain drive. The engineers found that what they were actually installing was more akin to a gear drive. Chains can take a great deal of misalignment, but belts will tolerate neither overtensioning nor misalignment.

Phil rode his dual belt shovel down from California to Elizabethtown, Kentucky, and met with Gates and Harley reps about their problems. Phil and Gates were aware of the alignment problems between the engines and transmissions with the Harleys, but the H-D people had no understanding of what these problems were. He met the whole gang at the front door. They were pleasantly surprised that he had ridden all the way from California to meet with them, and with dual belts on his bike. Phil was presented a table covered in broken belts. Eighty percent of them had side wear, and the rest appeared to have been kinked due to mishandling. Phil said to the Harley rep that they would have to align these bikes if they expected to have a trouble-free drive. "His answer to me was, and I quote, 'This is a production motorcycle and we don't have any time to line them up.'" To the horror of the Gates reps, Phil's reply then was, "If you don't want to line 'em up then you should put a chain on them." And that is exactly what they did. Truth be told, they have very few problems with the chains, besides the noise and vibration. For

The teeth are machined off.

The pulley is then knurled to accept the pulley overlay.

The overlay is glued and pegged to the pulley.

Here are just a few of SuperMax products.

SuperMax can mold pulleys in a rainbow of colors.

Photos: SuperMax/Kit Maira

Harley the rear drive was the answer. The center distance is much greater when you're not dealing with a clutch.

Phil Ross doesn't have to deal with these issues nowadays. He is content to produce his belt drives, polyurethane pulleys and parts made to order out of a small facility in Cottonwood, Arizona. He offers complete belt drive units in several designs, using his poly pulleys and also offers offset pulleys which allow late transmissions to be used with early engines. He is also able to offer his pulleys and baskets in a rainbow of colors. One advantage of the SuperMax poly pulleys is that they weigh a fraction of what a stock steel or aluminum pulley does. In a performance-oriented motorcycle, reciprocating weight counts.

For years Phil pondered how to provide his superior poly pulleys for all of the OEM pulleys and aftermarket rear pulleys that were being manufactured by hundreds of companies to match their expensive custom wheels. They were all made of aluminum and wore out at an alarming rate. Some squealed at birth, and some as early as 5,000 miles. When pulleys are squealing, they're not happy. After a lot of experimentation with methods and materials, he came up with a novel solution by providing a service: over-laying pulleys. Phil machines the teeth off of the worn pulleys, knurls the carrier and replaces the teeth with his indestructible poly tooth overlays. Customers ask, "How far will your pulleys go?" and Phil has to answer, "We still don't really know."

Gates Poly Chain Carbon Fiber belts are the latest addition to SuperMax. SuperMax offers these belts for their primary drives only. Harley started using 1 3/16-inch wide carbon fiber rear belts when they went to wider tire sizes and needed to use narrower drive belt. Carbon fiber is extremely tough and truly the next generation of the Gates Poly Chain.

If you have a narrow drive and a wide belt, SuperMax can narrow your final drive belts to the desired size to order. SuperMax also makes many specialty drives, including final drive kits for chain drive FXRs and FLTs, final drives for Sportsters and big twins, as well as super light tranny pulleys. Phil is always ready to discuss your belt drive needs, and he knows what he is talking about.

—Kit Maira

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That's Bruce and his girlfriend Denise. She drops by and wants to go riding. He told her he's gonna' be cleaning for at least an hour. She says she cleans her bike in 15 minutes. So who's got it right?

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Gangster
Choppers

Toothache

A Chop-Job On That "Other" Harley-Davidson

Andrew Schwartz has a thing for Sportsters. A dentist living in upstate New York, he's had a love for the high-strung Harleys for years. It's not misplaced. Sportsters don't get nearly the respect they deserve and many Sportsters have shown their taillights to the supposedly more muscular H-Ds in the lineup. A sweet-running 1200 can be an inspiring ride. So when Andrew caught sight of another Sportster, a custom up for bid on eBay, he bit. It was a pretty cool-looking bike in the pictures, so he bought it and shipped it directly to his friend John Dodson at Gangster Choppers for a look-see. Andrew asked his pal to go through the new bike making sure everything was in tip-top shape and ready to roll. Only it wasn't. It wasn't even close.

"That thing was some clobbered up mess," John recounts. The engine, a 1200, was hanging on by a thread. Worse still, the frame had a nasty crack in it and everything else about this "custom" was just average at best. "It was all cheap, out-of-the-box bolt-ons," John told us. "And that's being charitable." Immediately he knew that the best plan here was to scrap this thing and start fresh. He told Andrew as much and that clunker went back on eBay, replaced by a fairly fresh, low-mileage Buell which also went straight to Gangster Choppers

in Virginia as the raw material for a second go-'round.

This time, John and his crew began with an all-new frame they built just for that Buell 1200. They took that sportbike's engine and transmission and used it as the heart of a new custom. In the end, those were pretty much the only parts lifted from that Buell; everything else went the auction route on eBay.

The new Gangster rigid frame was matched with a Paughco front end that was painted and powdercoated to match the frame and its sheet metal, all of which was done in Virginia as well. Andrew, who had hit his moto-prime in the late-'60s at the height of the muscle car era had decided from the start on a yellow and black paint scheme, reminiscent of the old Mopars, complete with the racing stripe. "And he told me time and again that we could thank toothaches for the money it took to build this bike. The guy's a dentist, remember?" John says.

Check out that set of choppers, forever immortalized on the tank; instead of a Mopar's Roadrunner, there's a grinning hot rod mouth full of teeth with smoking tires, zoomie headers and flames. The bike is called "The Toothache." John tells us, "I kept this one belt drive, too, most of the time we go with a chain, but this one just called for that belt." The frame was modified to accommodate it, making it wide enough at the tail to clear. "And since Sportsters are right-side drive," John goes on, "we ran the exhaust through the frame and then out and up on the left side to keep things symmetrical. I decided to drop the gas tank down a little over the backbone. I think it just looks right there." And the rear fender, as you'll notice, includes a nice little detail mimicking the gas tank's shape. "I like to throw in those touches when I can," John says. All of this, starting from the delivery of that Buell, happened in just a handful of months.

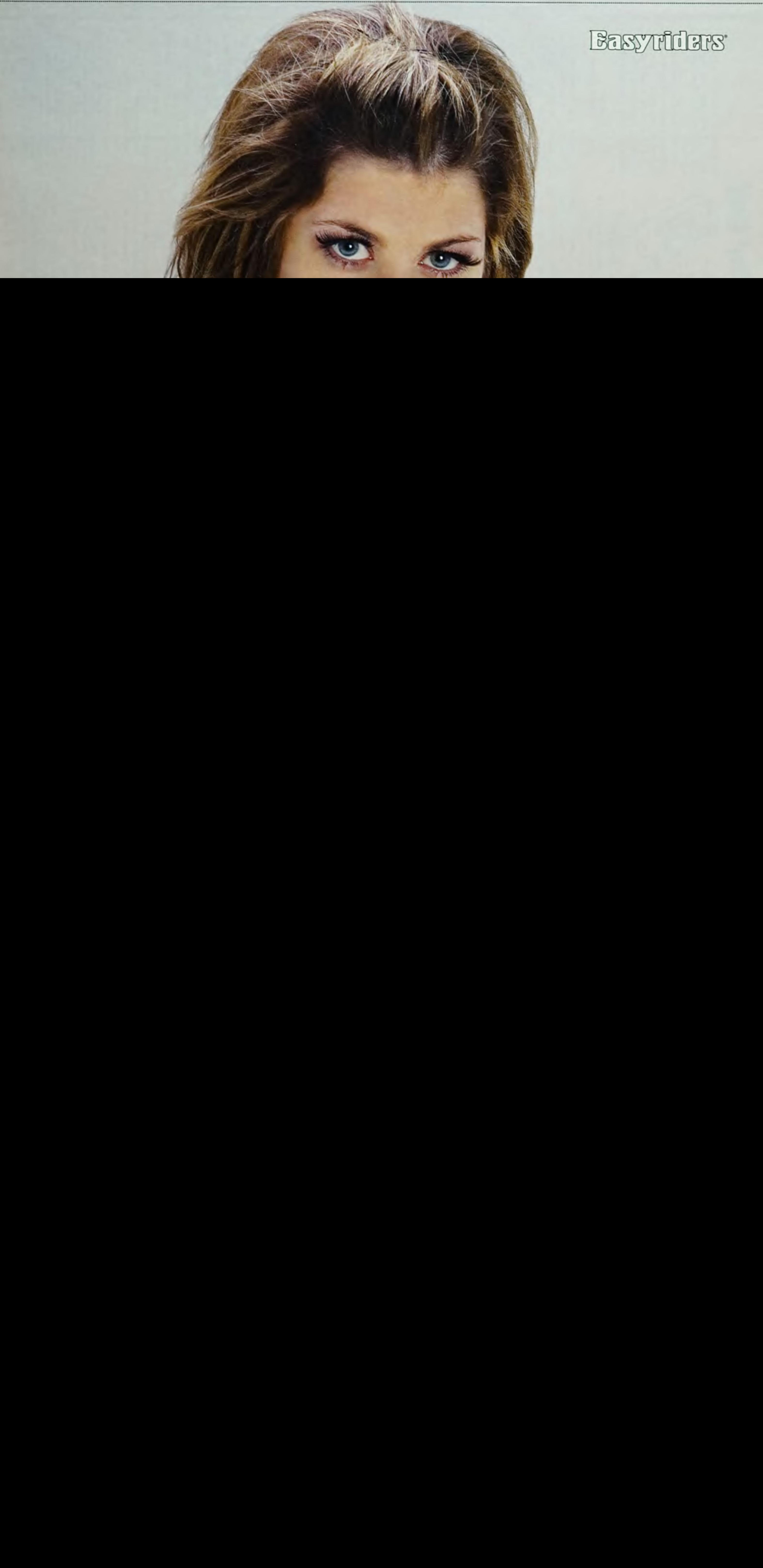
While it's not uncommon to see a Buell as the basis of a kind of sportbike custom, Andrew went just the opposite direction using a rigid frame and springer front end classic chopper style. And this little chopper's a real rocket ship. "It'll lift that front tire in 1st, 2nd and 3rd gears," John says. The 4-cam Buell, blasting through open 2-inch pipes, has a rhythm that you have to hear to believe. "It sounds great. I think it's a pretty cool little bike." Andrew Schwartz thinks so, too. Hey, it's a Sportster. Sort of.

—Joe Kress

KICKASS KATHRYN

Our *Easyriders* centerfold girl this month is a cutie named Kathryn who tells us she gets guidance and insight from her tattoo. See that little guy that's tattooed on her belly? That's Mister Bimble and he tells Kathryn which stocks to buy, who to date and makes parking spaces appear for her as if by magic. Or, we could be fulla shit.

First crease at perforation, then remove poster at right.


Easyriders®

Gangster
Choppers

passin' gas

It was simply a little misunderstandin', yer Honor," testified Slow Poke, who had been charged with indecent exposure.

The Judge scowled. "Explain your statement, biker boy," he demanded.

"Well, ya see, this lovely young lady here and I wuz drinkin' in Sam's Bar and she asked me what I wanted most in a woman—so I showed her."

James Overly
Huntingdon, Pennsylvania

A bro named Jack married one of a pair of identical twins. Less than a year later he was in court filing for a divorce. "Tell me, young man," said the judge, "exactly why do you want a divorce?"

"Well, yer Honor," Jack began, "every once in a while my sister-in-law would come over for a visit, and because she and my wife are so identical, sometimes I'd wind up making love to her by mistake."

"Surely there must be some kind of distinguishing differences between the two women." The Judge said.

"Exactly, yer Honor!" agreed the bro. "Why do you think I want the divorce!"

Burt Whitcomb
Palmdale, California

A biker is riding by the zoo when he sees a little girl leaning into the lion's cage. Suddenly, the lion grabs the girl by the cuff of her jacket and tries to pull her inside to slaughter her right in front of her screaming parents. The biker jumps off his bike, runs to the cage and hits the lion square on the nose with a powerful punch. Whimpering from the pain the lion jumps back letting go of the girl, and the biker brings her to her terrified parents who thank him profusely.

"If you must know, the more I drink, the bigger your tits look."

"Believe me, I really want to... but I'm afraid I'm lactose intolerant."

A reporter has seen the whole scene addresses the biker by saying, "Sir, this was the most gallant and brave thing I saw a man do in my whole life."

"Why, it was nothing really. The lion was behind bars. I just saw this little kid in danger and acted as I felt was right."

"Well, I'll make sure this won't go unnoticed. I'm a journalist and tomorrow's papers will have this on the front page. What motorcycle do you ride?"

"A Harley-Davidson."

The journalist leaves.

The following morning the biker buys the paper to see if it indeed brings news of his actions and reads on the first page:

Biker Gang Member Assaults
African Immigrant
And Steals His Lunch

Rouge
Melbourne, Florida

A taxi driver stops at a red light when a person jumps in the cab and tells him, "Go to the nearest hotel." The cabby looks in the mirror and sees a naked woman.

"What are you looking at?" she demanded.

"I notice you are completely naked, how are you going to pay?"

The woman spreads her legs and asks, "Will this do?"

The driver says, "Got anything smaller?"

James Epperly
Lansing, Kansas

A nice, calm and respectable lady went into the pharmacy, walked right up to the pharmacist, looked straight into his eyes and said, "I would like to buy some cyanide."

The pharmacist asked, "Why in the world do you need cyanide?"

The lady replied, "I need it to poison my husband."

The pharmacist's eyes got big and he exclaimed, "I can't give you cyanide to kill your husband! That's against the law! I'll lose my license! They'll throw both of us in jail! All kinds of bad things will happen. Absolutely not, you cannot have any cyanide."

The lady reached into her purse and pulled out a picture of her husband in bed with the pharmacist's wife.

The pharmacist looked at the picture and replied, "Well now, that's different. You didn't tell me you had a prescription."

Rocky Meyerson
West Palm Beach, Florida

A mother and father took little Johnny to a nude beach. As the boy walked along the beach, he noticed that some of the ladies had boobs bigger than his mom and asked his dad why. He told Johnny the bigger they are the dumber the person is. Little Johnny pleased with the answer, goes to play in the ocean, but returns to tell his mother that many of the men have larger willies than his dad. His mother replied, the bigger they are the dumber the person is. Again satisfied with the answer, the boy returns to the ocean to play.

Shortly after, the boy returned again and promptly told his mother, "Daddy is talking to the dumbest girl on the beach and the longer he talks, the dumber he gets.

Tim Jennings
Coalinga, California

Here's another Little Johnny story.

Little Johnny is going to bed, and as he is walking past his mother's room, he hears noises coming from in there. So he stops and opens the door, only to find his dad on top of his mother, giving her some wild sex. His dad turns around and gives him the thumbs up, and a big smile. Johnny just hangs his head, and heads off to bed.

The next night Johnny's dad is going to bed when he hears noise coming from Johnny's room. He opens the door, and finds Johnny on top of is grandma. He yell's at Johnny, "What are you doing?"

Johnny looks up at his dad and says, "Not so funny when it's your mom, is it?"

Terry Salvatore
Morristown, Arizona

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

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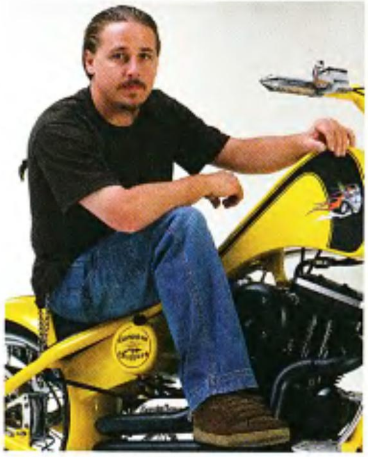

Owner: Andrew Schwartz
City: New York

GENERAL

Designer: John Dodson/Gangster Choppers
Fabrication: Gangster Choppers
Year/make: 2007/Gangster Choppers
Model: Buell chopper
Assembly: Gangster Choppers
Time: 6 months
Chroming: Chrome Masters

ENGINE

Year/make: 2001 Buell/Harley-Davidson
Rebuilder: Gangster Choppers
Displacement: 1200cc
Ignition: Crane
Cam: Buell
Carb: S&S
Air cleaner: S&S
Pipes: Gangster Choppers

TRANSMISSION

Year/make: 2006 Baker
Shifting: 6-speed

PAINTING

Painter: Copperhead Graphics
Color: Kandy Pearl Yellow
Type: House of Kolor

FRAME

Year/make: 2007/Gangster Choppers
Type: rigid
Rake: 38 degrees
Stretch: 4 inches
Shocks: none

ACCESSORIES

Handlebars: Gangster Choppers
Handlebar controls: Gangster Choppers
Fenders: Gangster Choppers
Headlight: Headwinds
Taillight: Gangster Choppers
Pegs: Gangster Choppers
Foot controls: Gangster Choppers
Gas tank: John Dodson
Oil tank: Gangster Choppers
Seat: Gangster Choppers
Mirrors: none
Grips: Gangster Choppers

FRONT END

Type: springer, plus-4
Builder: Paughco

WHEELS

Make: laced
Size: 21-inch front, 18-inch rear
Tires: Metzeler
Brakes: HHI
Photos: Don Rogers
Contact: Gangster Choppers, Inc.; 866-640-CHOP; 804-230-0123; Gangsterchoppers.com

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John has put as much as 60 hours of time into a single gas tank.

One of three pieces John painted and donated to the Rescue 1 charity art auction at the 2008 Detroit Autorama pinstriper jamboree.

The Art Of John Harrow

IF THE PAINT STICKS...

"If paint will stick to it, I'll paint it," says artist John Harrow who was originally featured in *Easyriders* in June of 2003. Back then we examined the technical process John uses to create his art. We also got an appreciation for his versatility as an artist, both in terms of subject matter and canvas. Today, we find his penchant for variety, especially when it comes to a canvas, has not wavered. He paints more bikes than anything, but his work is also found on cars, helmets, goalie masks, guitars, walls, signs, and even windowpanes.

Growing up in the suburbs of Detroit, John graduated high school with honors in commercial art and earned a BFA in graphic design at the College for Creative Studies. He found work in a graphic design studio "very tedious." "I needed something inspiring," John says, so he took a job painting 15-inch scale models of Sprint and Indy 500 racecars for Fournier Enterprises. "This is how I learned how to use catalyzed automotive grade paint," he explains. It was then he began getting requests to paint racing helmets and goalie masks. John moved on to painting motorcycles for two years at an independent Indian motorcycle dealer. It was at his latest gig, working at Classic and Exotic Service, Inc. (C&E), where he was presented with a new artistic challenge.

Because C&E specializes in restoring and servicing pre-WWII cars, and since many of these classics are from the era of pinstriping, John chose to learn that skill, but it did not come easily. "Airbrushing and hand detail painting come

John, who is his own toughest critic, feels fortunate to be making a living doing what he loves doing.

Pushing and challenging himself, John's ongoing goal is to "try to make my next piece my best one."

"Pinstriping wasn't as easy as it looked," says John of the technique he fought to master.

Big Dog K-9 painted with flat clear and hand pinstriped.

Here's a cool Billy Bo Gretch custom guitar that John painted especially for Billy Gibbons of ZZ Top.

Images: John Harrow

He's gone global. Recently, John completed goalie masks for clients in Alaska, Sweden and Japan. Painting the masks requires safety certification; John holds six different certifications.

naturally to me," says John. "Pinstriping wasn't as easy as it looked. It was extremely difficult and challenging to finally understand and be able to execute the proper brush strokes. In a way, the frustration pushed me to conquer striping." He practiced by painting fine art stripe designs on old windowpanes. "It is a great canvas to practice on," John tells us, "and when you are finished, you have a beautiful piece of art."

John Harrow talks fast, and his enthusiasm for his work flows like paint. "It's like a compulsion; I have to paint," he says. He works with each client to develop a design to its fullest potential. Once approved, "I meticulously follow the design and apply it to whatever my canvas happens to be," he says. So, if you have a bike (or car, or helmet, or some other canvas paint will stick to), John issues you this invitation: "Bring it, don't sing it! And remember, it's all about the art."

John Harrow may be reached at 248-269-9346 or by visiting the Web at www.classicandexotic.com.

—Joanne Morris

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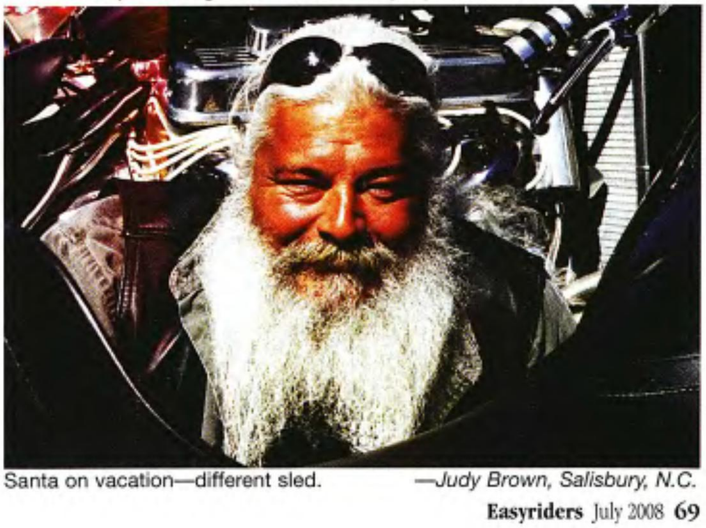
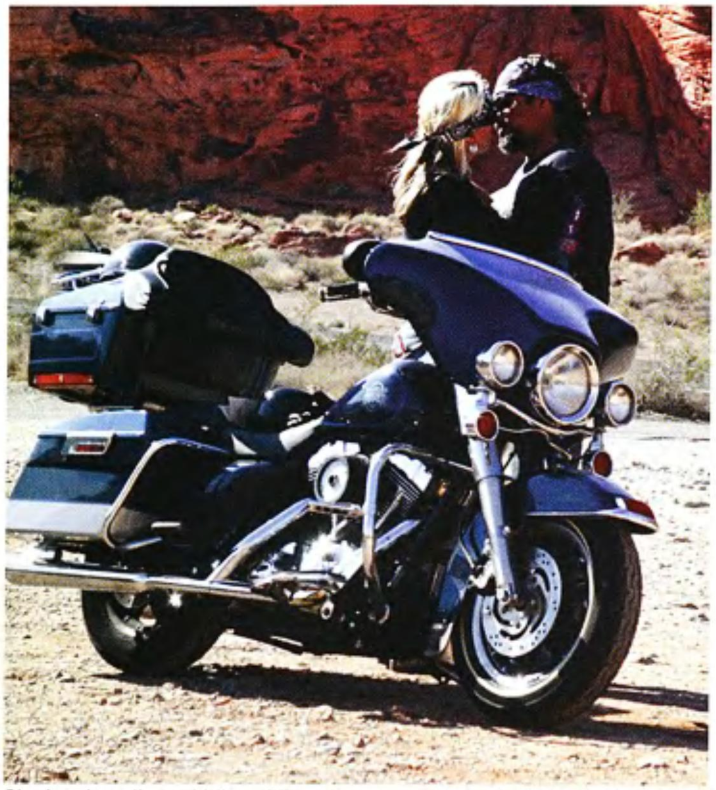
"This sandy scooter gave me crabs!" Thunder Beach Fall Rally, Panama City, Fla. *—Freeman Brewer, Maryville, Tenn.*

Bolt-on bonanza! *—Bill Cromwell, Baltimore, Md.*

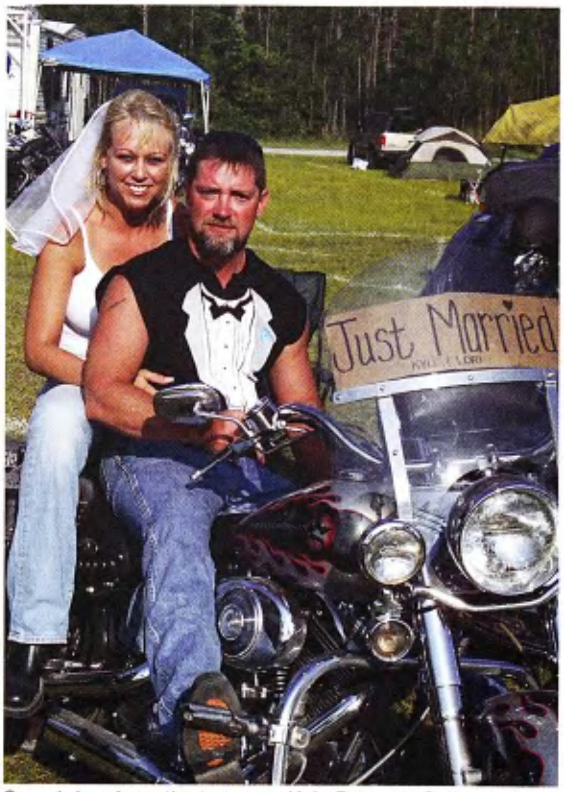
It's the unexpected sights that make Sturgis great. *—Stripe, Sturgis 2007*



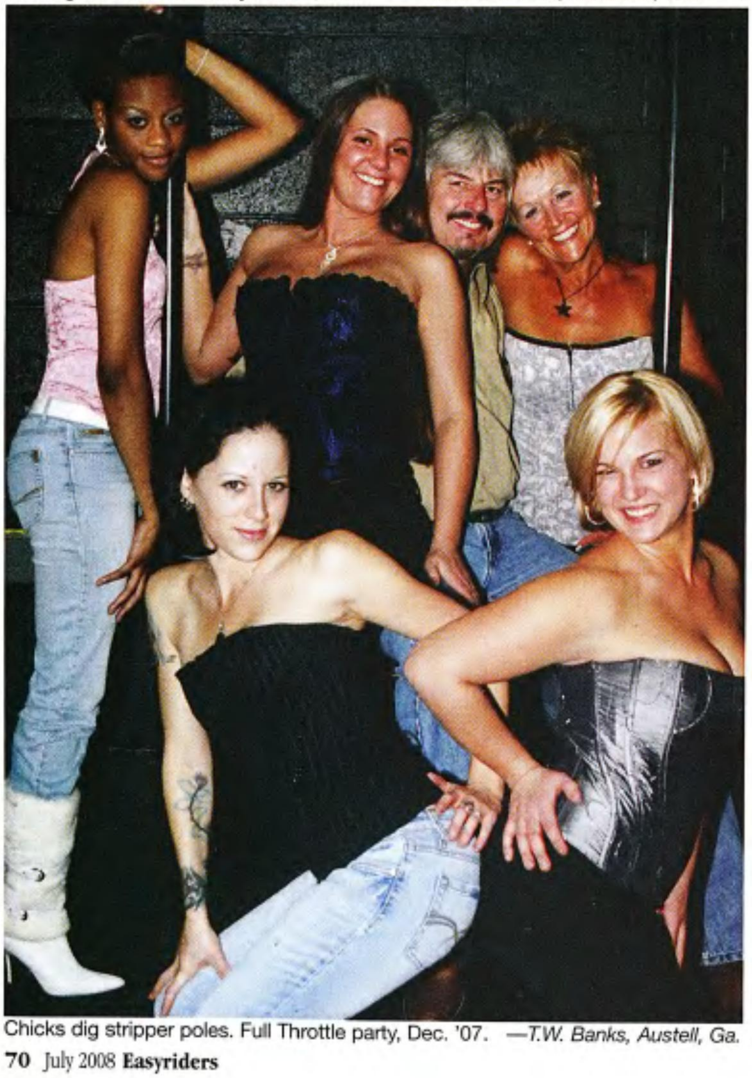
Santa on vacation—different sled. *—Judy Brown, Salisbury, N.C.*



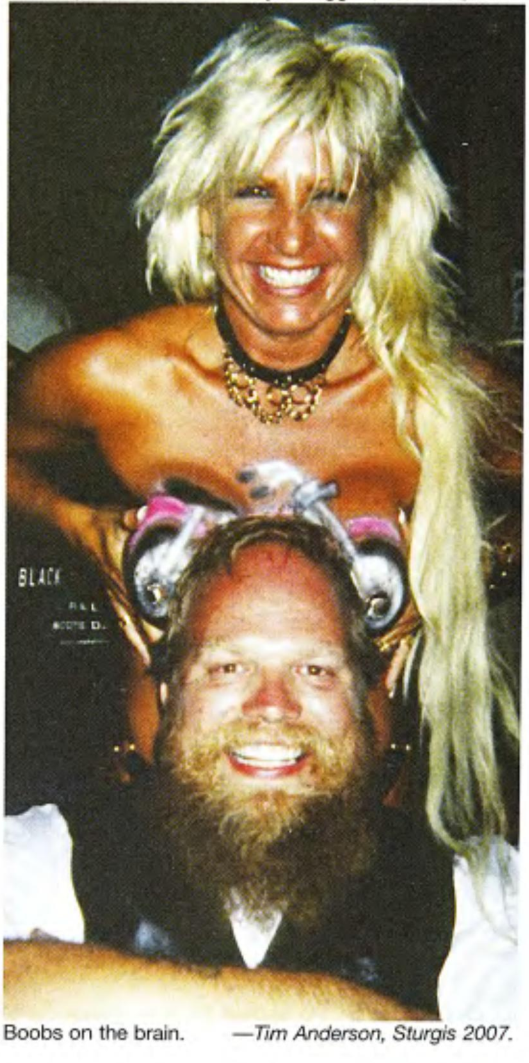
Sharing the miles at Valley of Fire, Nev. *—Diane and Nick, Stockton, Calif.*



Saved dough on the tux. *—Kyle Baggett, Cullman, Ala.*



Chicks dig stripper poles. Full Throttle party, Dec. '07. *—T.W. Banks, Austell, Ga.*



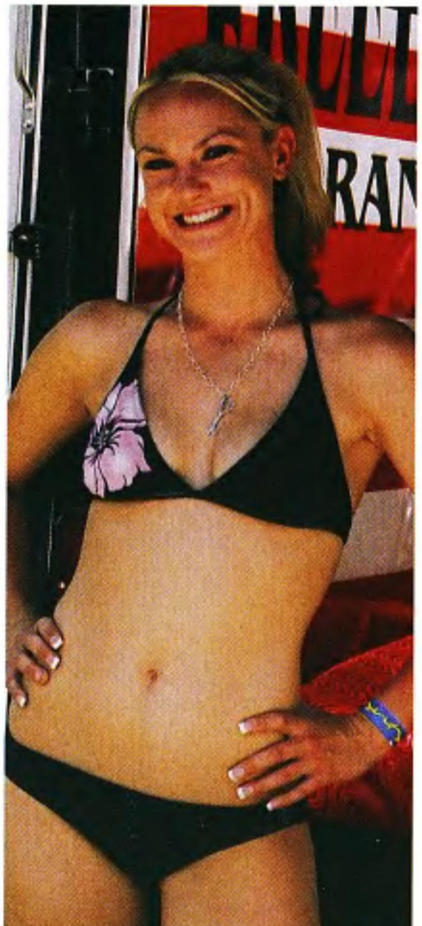
Boobs on the brain. *—Tim Anderson, Sturgis 2007.*

Powerfactory Pat's Sidehack Hay Delivery Service. —*Katmandu, Salisbury, N.C.*

He found it! The middle of nowhere... —*Mike Cantu, Corona, Calif.*

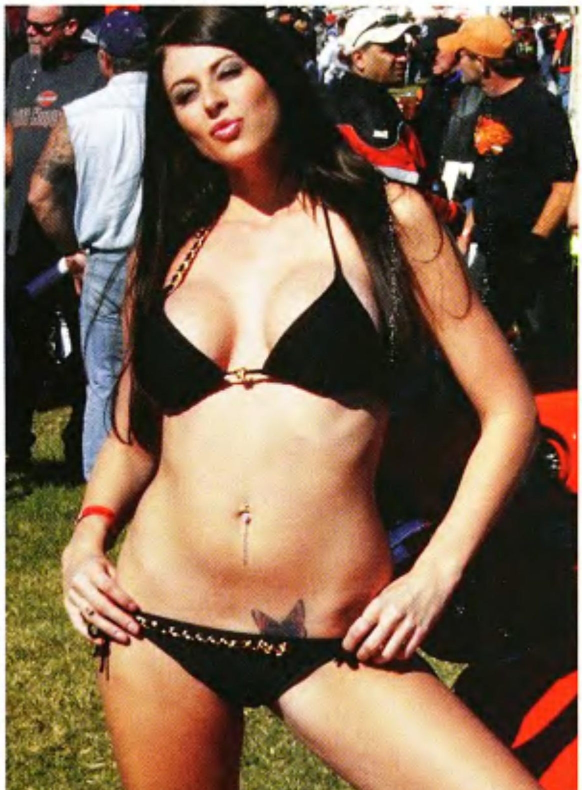
A bike this long requires a lot of people to push it. *—Ken Karagozian, Vung Tau Spring Run, Vietnam Vets MC, Camarillo, Calif.*

Baggin' it near Hill City, on the way to Sturgis 2007. *—Ron Bellville, Palmdale, Calif.*



—Tony Smith, Rip's B.A.D. Ride X, The O.C.

"Let's ride. It's the code of the west, damnit!" —*Felicia Morgan, Wilmington, Calif.*



Lucky butterfly. —*Dan Conrad, Riverbank, Calif.*

"Bugs give me a brighter smile." —*Judy Brown, Salisbury, N.C.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

Easyriders

Crazy Diamond

Bob Phillip's Bel Air

Every bike Bob Phillip builds is set apart by the incredible amount of detail he works into them. Bob says that he is more likely to be spotted digging through dumpsters for parts than catalogs, because he finds the best stuff in the trash. He also tries to build as many of his parts from scratch as possible, saying that is what "separates the builders from the parts guy." When he does purchase a part, he still feels he has to "change it around."

Bob's "Lucky Bastard" as he calls the bike, runs a TP Engineering motor that Bob subsequently tore into to make his own, specifying a Chet Herbert cam with a .720 Merch formula grind, Ross pistons, big Chevy valves and additional headwork. He couldn't leave the Baker tranny alone either, doing some back-cutting on the gears and adding his own fine polishing.

Bob designed and built the frame while he was working up in Canada. The oil runs through the frame and though it looks like a swingarm, a closer look reveals the chassis to be rigid all the way. The gas tank is handmade, and the rear fender is fabricated out of parts from five different fenders. The Green Pea paint is actually a 1940's Ford color. Bob's handmade flame design headlight is reminiscent of the headlight and front fender of a '57 Chevy Bel Air.

HPC Coating red ceramic pipes have become a sort of signature for all of Bob's bikes now. The dump portion was crafted out of a piece of sewage pipe. Bob loves vintage cloth-covered wiring and turned us on to Rhode Island Wiring Service as a source of wiring, harnesses, vintage-style terminals and insulators.

Bob had been working his gig as Wizard Cycle Creations in Arizona, but divorced and was in search of new digs. After the stint in Canada he ended up near Morgan City, Louisiana, to do some engine work and discovered that he had fallen in love with the swamp. Ain't love strange? He describes this portion of Louisiana as a "mechanical paradise," saying he has always been a city guy, but "Here I am out in the country, I love it, it's like 25 years behind here."

—Kit Maira

Owner: Bob Phillip
City: Belle River, Louisiana.

GENERAL

Fabrication: Bob Phillip
Year/make: 2005 Wizard
Model: Bel Air
Assembly: Bob Phillip
Time: 6 months
Chroming: Atlantic Plating
Polishing: Atlantic Plating

ENGINE

Year: 2004
Builder: TP Engineering
Displacement: 124 cubic inches
Cam: Chet Herbert
Carb: S&S
Ignition: Crane
Pipes: Bob Phillip

TRANSMISSION

Make: Baker
Year: 2005
Shifting: foot
Special Features: back cut gears, polished

PAINTING

Molding: none
Painter: Josh "Pop Corn Shrimp"
Color: Green Pea
Type: Speis-Hecker

FRAME

Maker: Bob Phillip
Type: rigid
Rake: 42 degrees
Stretch: 6 inches

ACCESSORIES

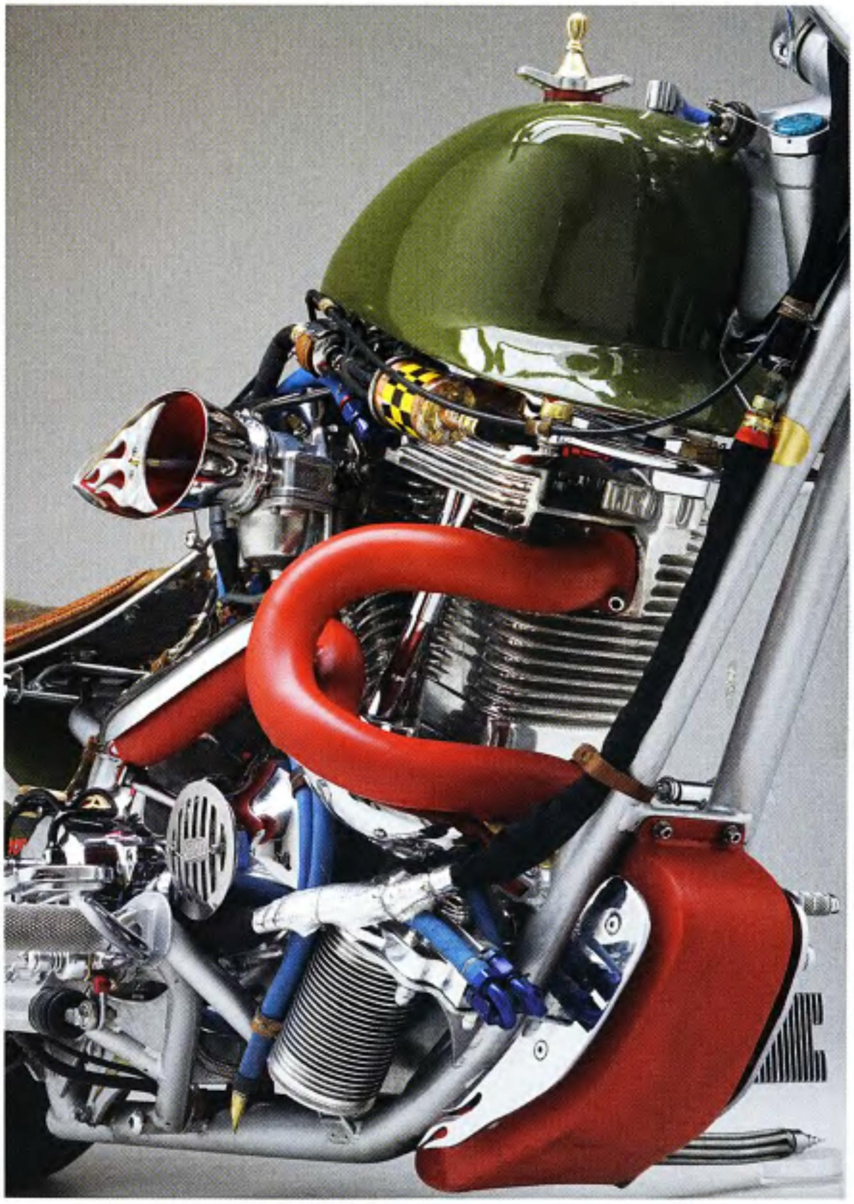
Handlebars: Bob Phillip
Risers: Bob Phillip
Handlebar controls: H-D, Pingel, ART
Fender: Bob Phillip
Headlight: Bob Phillip
Taillight: Bob Phillip
Pegs: ART
Electrics: Bob Phillip
Foot controls: Bob Phillip
Gas tank: Bob Phillip
Oil tank: in frame
Oil system: in frame
Seat: Bob Phillip
Mirrors: none
Grips: ART

FRONT END

Type: narrow glide
Extension: none
Builder: Harley-Davidson

WHEELS

Size: 21-inch front, 18-inch rear
Hub: Bob Phillip
Tires: Metzeler
Brakes: Perimeter rear
Photos: Michael Lichter
CONTACT: Bob Phillip
PO Box 1548
Morgan City, LA 70381



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FoxHunt

Meet February's Winner

Your February winner is none other than Rabecca. The same one from the book *Rebecca from Sunnybrook Farm* you ask like a complete idiot? No, dumbass, from Georgia. Anyway, we were astonished to find out that our little Rabecca here has been stopped and searched by more TSA agents than any of us. We can't figure out why they constantly accuse her of smuggling, but whatever. We were just fascinated by the skull and crossbones on the G-string. We couldn't help but wonder: did this mean there was danger involved in what is being hidden behind it, or, in fact, was it the home of the dreaded Snapping Firecrotch Clam! Upon closer investigation, we found that by just *trying* to peek behind the skull, we got our own crushed in the process! Check out Page 90 for everything that went on while we were unconscious!

—Captain Underpants

Scarlet–Florida

#0701

"I try and make every time on the bike like my first time. I know the guys appreciate it!"

Jamie–California

#0702

"Unfortunately, I've only been on one ride on a Harley. I have never felt such vibration and raw power between my legs! I have fallen in love with them."

Win $1,000!

Fayleon—Massachuesetts

#0703

"It was with my uncle. I was so scared I ripped out all his armpit hair...I do better now, though."

Tammy Lee—North Carolina

#0704

"My first ride was a romp around the neighborhood with my husband. I have been hooked on the vibrations ever since."

Chrissy—New York

#0705

"My first Harley ride was on a rigid 1983 shovelhead chopper. It was a beautiful sunny day, not a cloud or chance of rain in sight. Funny, I still seemed to get soaking wet!"

Emily—North Carolina

#0706

"My first ride was on a crotch rocket, then my boyfriend got a Harley. Size does matter and there is nothing like feeling that vibration for the first time."

FoxHunt

Win $1,000!

After 35 glorious years of sharing "biker girls next door" with our readers in the monthly Fox Hunt Contest, *Easyriders* is proud to announce that we are doubling up on the winnings! That's right ladies, win $1,000 by being selected as our Fox Hunt Winner of the month and get a photo spread in *Easyriders* magazine! You can also submit your application online by going to www.easyriders.com and clicking on Fox Hunt.

We're looking for the best-looking, real-life, bike-lovin' babes to show their stuff in our pages. If your entry is submitted by a photographer and selected as our monthly winner, the photographer gets $300 for sending in the photo; the Fox Hunt Winner gets $700 for modeling at our studio or choice of location. Girls, send in your own photo and keep the entire $1,000! We'll include round-trip airfare, a personal chaperone and accommodations at a deluxe hotel for the photo shoot.

Applicants must be 18 years of age or older to be considered. The following documents are **required** of each Fox Hunt entrant who submits by mail:

- Entry photos must be topless. **No Polaroids or scanned photos!**
- The release form (on this page) signed and a photocopy of model's drivers license.
- A photograph of the model holding the signed release form and her drivers license.

Please submit three to five color prints, color slides, or digital images (4x6 300DPI minimum on a disc). No photos will be returned and all entries become the property of Paisano Publications, LLC. Send your entry to: *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

The contestants are selected by our lecherous staff, and the winner is determined by reader votes, based on how many votes are received in the mail during the voting period. Final judging will be based partially on the contestants' reasons — in writing — for wanting to pose for *Easyriders*.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard — or on the back of a sealed envelope — and mail it to #421 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes, either by mail or online at **www.easyriders.com** (then click on Fox Hunt), July 8, 2008. The voting deadline for this month's crop of cuties is July 31, 2008. We'll announce the winner in the December 2008 issue.

Jamie's all-natural beauty helped her become your March winner. If she looks familiar, ya might want to check your mailbox a little closer in the future. Details to follow next month!

421

FOX HUNT
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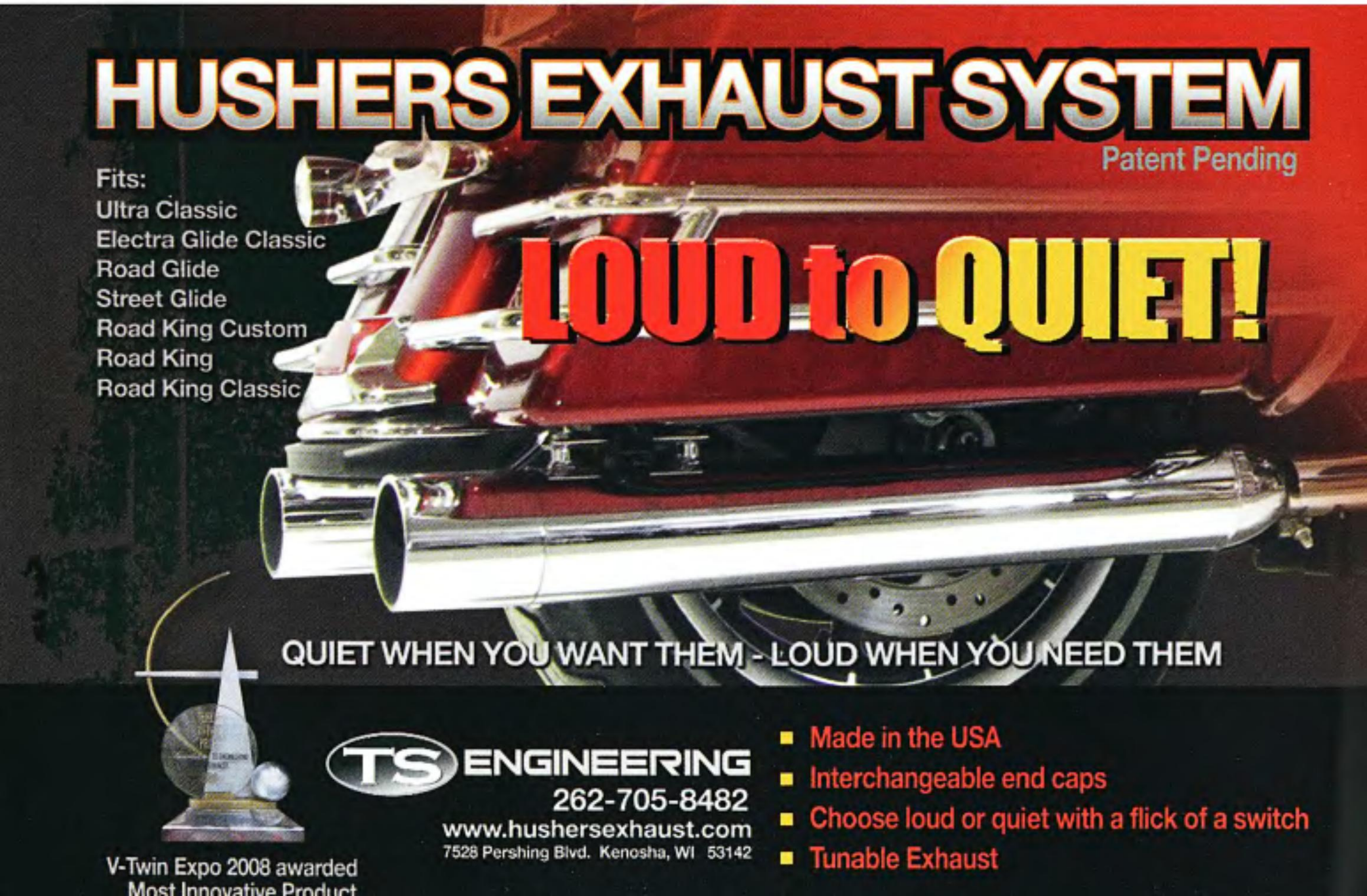
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Heart Of Gold

John Peretti's Chica Chop

Chica builds bikes with names like "Brass Knuckle," "Bruiser," "Fang" and "The Piranha." He builds bikes with bite. Each one leaves a different footprint on the street and an indelible impression on the senses. Old-school attitude amped with new technology, this is a formula for success that has taken Chica to the top of the custom bike food chain. Hungry for some of those distinctive designs, SoCal resident, John Peretti signed on for a project. It helped that he lived in Venice Beach not far from Chica's stomping grounds, Huntington Beach, California.

John happens to be one of the prime movers in the sport of mixed martial arts. He was the creator of the now defunct TV series *Extreme Fighting* and is now a talent scout for the UFC. He also tends to go for extreme motorcycles. Says Chica, "John likes black, tough-looking bikes. I tried to change his mind, but he said he wanted a black bike and he didn't want any chrome, so I went out and found some thick black spokes to start the bike. Then I started on the gas tank panels to reflect different shades of black to make it stand out. I told him we needed some kind of accent, so we added gold metal-flake paint and the angles of the panels reflect light."

The springer front end is one of Chica's signature elements and since John specified a big motor, the Santee

rigid was fitted with an S&S 124-incher. "He wanted crazy horsepower and he got it," says Chica, who tailored the ergonomics of the bike to John's dimensions so it fits him like a glove—make that a steel gauntlet.

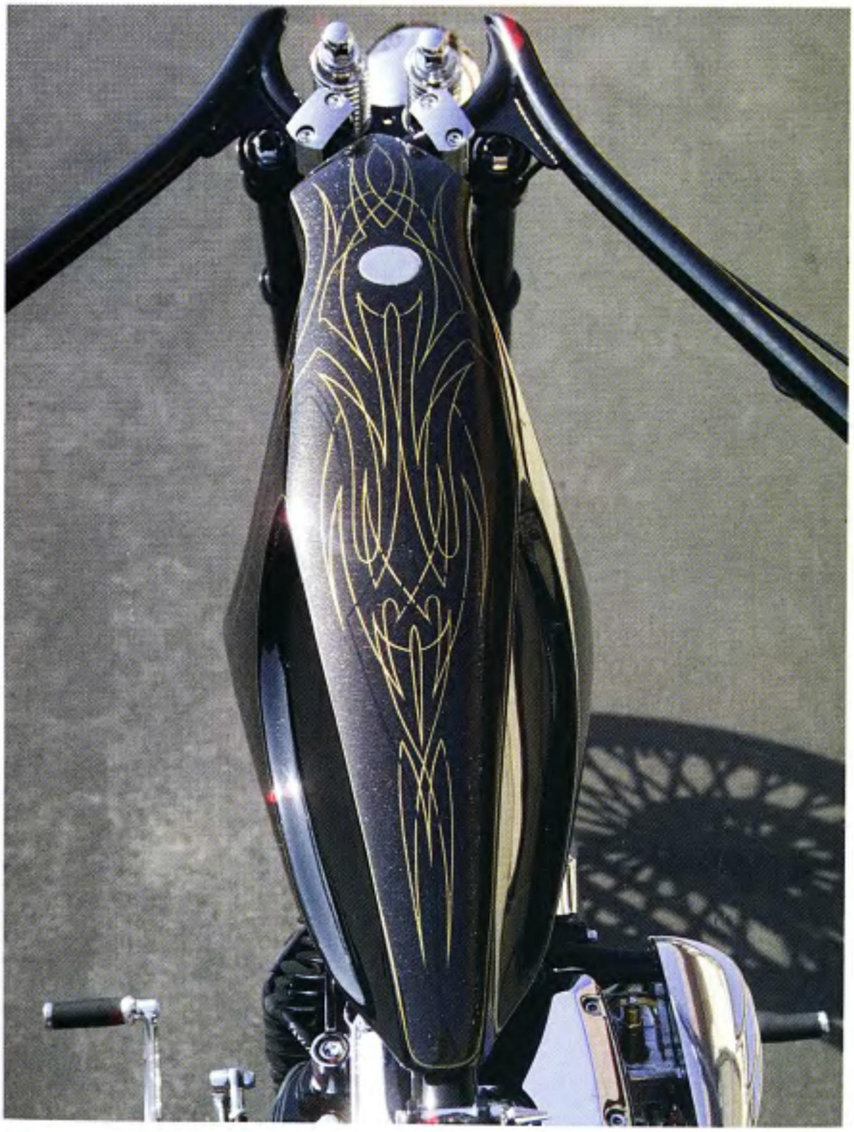
"There was a bit of a learning curve getting used to that long front end; the bike is almost 10 feet long," John told us. "The only other problem is parking the bike. It's not its length. It's the people that crowd around it. I've even found them sitting on it." John didn't apply any of his kickboxing techniques to remove the offenders, just some very carefully chosen words.

While this bike is a rigid, the ride is semi-civilized thanks to a Paul Cox's RigidAir Ride-equipped solo seat. When asked what the bike sounds like with those pipes that snake along the frame like flames, Chica says, "Just loud. Very loud."

When the bike was finished, John showed up and was more than pleased. He immediately climbed on the long wheel-based bike, twisted the throttle and made those black spokes blur.

When the smoke cleared, Chica went back to his workshop where several panhead projects were awaiting his attention. "In the last five months I have done seven panheads and now I'm working on five more, all featuring original motors. Those customers looked around and discovered that not too many people want to touch the old, original motors so they come to me."

They also come to Chica when when they need something to be on the gnarly side of cool. "I'm still having fun because there's a new generation of young guys, that now are getting into the kind of bikes I like." —*Paul Garson*



Owner: John Peretti
City: Venice, California
GENERAL
Designer: Chica/Chica Custom Cycles
Fabrication: Chica
Year and make: 2006 Chica custom
Model: rigid
Assembly: Chica
Time: 6 months
Chroming: Southbay Chrome
ENGINE
Year: 2005
Model: S&S Evo
Rebuilder: Chica
Ignition: Joe Hunt magneto
Displacement: 124 inches
Lower end: S&S
Balancing: S&S
Pistons: S&S
Heads: S&S
Cam: S&S mid-lift
Lifters: S&S
Carb(s): S&S
Air cleaner: Crime Scene Choppers
Pipes: Chica
Transmission: 2006 Baker 6-in-4
Modifications: none
Shifting: 6-speed
PAINTING
Painter: Aggressive Design
Color: black/gold
Special paint: pinstriping by Bob Iverson
FRAME
Year: 2005
Builder: Santee/Chica
Type: rigid
Rake: 42 degrees
Stretch: 5 inches
ACCESSORIES
Bars: Chica
Handlebar controls: Performance Machine
Fenders: Chica
Headlight: Custom Chrome
Taillight: Custom Chrome
Pegs: Performance Machine
Electrics: Chica/Odyssey/Spyke
Gas tank: Chica
Oil tank: Chica
Oil system: S&S
Seat: Hidecore/Paul Cox RigidAir
Grips: Performance Machine
FORKS
Type: springer/Chica
Extension: 22 inches
Builder: Chica
WHEELS
Size: 21-inch front, 18-inch rear
Wheels: Chica
Tires: Avon
Brakes: Performance Machine
Photographer: Rick Hustead
Contact: Chica Custom Cycles;
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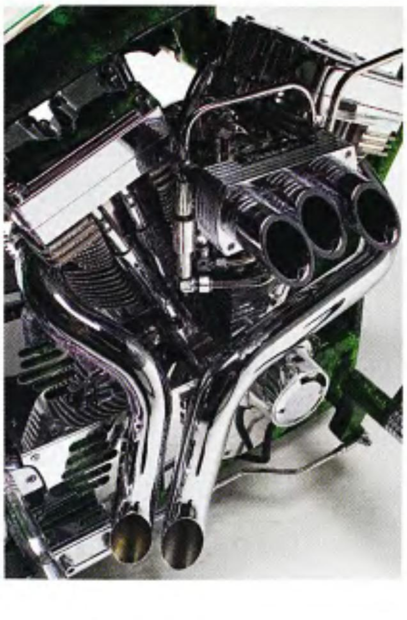
Phat-Azz

Just Lie Still And Do What The Nice Officer Tells You To…

Built by Denver Police Sergeant Tony Martinez, some call it a "Cop'r Chopper." You gotta respect the authoritative power of its 147 cubic inches of American V-twin power. The consistency of the way "Phat-Azz" performs at bike shows commands a closer look at the machine and the man behind it. A United States Marine Corps veteran, Tony was a machine gunner in the Gulf War conflict. Now, he lives to help people by serving and protecting the city he dearly loves.

A few of his buddies were just hangin' at Tony's shop, drinking a few cold beverages and looking over his progress on the latest project when one of them said, "That's a fat ass bike!"

Tony developed his affection for custom motorcycles by way of his dad, Abel, who has nearly 30 years experience as a master machinist for Sundstrand Aviation. Abel was always building custom choppers out of his own garage. After he retired, Abel handed down all of his tooling, setup expertise, and teachings to Tony. More than a mere dabbler, Tony is "all about" expert fabrication and is very capable of creating some truly one-off parts for his projects from within the confines of his own personal machine shop. His favorite hand-fabbed piece of perfection on Phat-Azz is the fuel tank. In Tony's words, "You might attempt a close copy of this one, but even I cannot copy it exactly as it is." Tony used an English wheel, planishing hammer, bag and mallets to transform an ordinary flat piece of 18-gauge steel into a long sexy piece of art. Among many secrets in his bag of tricks, he let us in on how he designed a hidden crossover tube and covered the tunnel to make the tank look as if it was permanently attached to the frame. While Tony was pounding sheet metal, Abel would sometimes drop by the shop to help. Tony designed a hot rod velocity stack on paper and Abel ran the machines to create those interchangeable stacks with a hidden pocket for a screen. The nearly 10-foot-long, single-sided air-shock frame is from Brad of Outlaw Customs. There's no waiting for the air pump to take effect, since Tony hid a secret air chamber in the frame. Tony specified a front end from American Suspension with raw downtubes so he could color match them with the rest of Phat-Azz.



Tony doesn't have a superstitious bone in his body, so the groovy shade of green that was custom mixed and meticulously applied by Todd Atkinson of Arlanz Kustoms won't make him the

least bit nervous. The 147-cubic-inch motor can get hotter than hell, so Tony machined a billet shell to join the motor to the gearbox and as a cover for his own 5 1/2-quart oil bag.

Tony's motto is, "One bike at a time," and his main goal is to make each unique bike he creates as flawless as possible no matter how long it takes. He says, "You can always learn something new each and every day of your life. All it takes is commitment, discipline, and desire."

Tony's shop, Cop'r Choppers, shows a bike for one year before turning it loose on the streets. Tony's wife, Brina, rides a custom Cop'r Chopper of her very own, but is more oft recognized aboard her Dyna Defender police model. Whether en-route to Sturgis or just ridin' the Rockies, theirs is a group of around 20 bikes comprising a list of the usual suspects who can sometimes be found parked outside Sedalia Bar and Grill just south of the Mile High City.

This month's Fox Hunt Winner only broke a few laws while rubbin' her meaty gazongas on officer Tony's green belly-dragger. Lovely little Rabecca Lee is a Georgia peach and we sure wouldn't mind shakin' her tree.

—Cheese Pretzel

Owner: Tony Martinez
City: Thornton, Colorado

GENERAL
Fabrication: Cop'r Choppers
Model: 2008 Phat-Azz
Time: 5 months
Chroming: Willie's Chrome Shop

ENGINE
Year/Model: 2007/Enginuity dual-cam
Displacement: 147 cubic inches
Cam: Ultima
Carb: S&S Super G, modified and bored
Pipes: LAF's by Detroit Bros.

TRANSMISSION
Year/make: 2007/Accessories Unlimited 6-speed RSD

PAINT
Molding: Todd Atkinson of Arlanz Kustoms
Painter: Todd Atkinson of Arlanz Kustoms
Type/color: custom mix/candy greens with silver and chameleon graphics
Special paint: Todd Atkinson

FRAME
Year/make: 2007/Outlaw Customs
Type: air suspension
Rake: 45 degrees
Stretch: 6 inches out, 4 inches up
Shocks: Platinum Air Ride suspension
Modifications: Cop'r Choppers

ACCESSORIES
Bars: 23-inch apes by Cop'r Choppers
Handlebar controls: Eurocomponents
Fenders: Fat Katz
Headlight: CCI
Taillight: CCI
Pegs: Cop'r Choppers
Foot controls: Cutting Edge Cycles
Electrics: Cop'r Choppers
Gas tank: Cop'r Choppers
Oil tank: Copr Choppers
Primary: Billet 4 U
Seat: Dan Ballard at Bitchin' Stitchin' of Denver
Grips: Cop'r Choppers

FRONT END
Type: springer
Extension: 2 inches
Triple trees: stock rake
Builder: American Suspension
Modifications: hidden stainless brake line

WHEELS
Hub: Tight Customs
Size: 23-inch front, 18-inch rear
Tires: Metzeler/Vee rubber
Brakes: 360 brake front, Billet4U primary brake rear
Photos: Curt Lout
Contact: Tony Martinez; www.coprchoppers.com

Sturgis Starts Here

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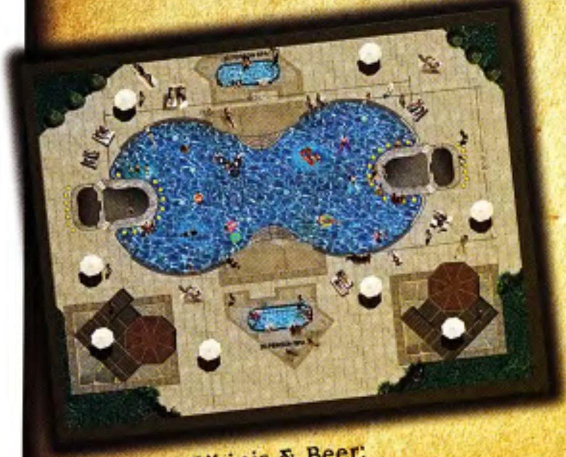

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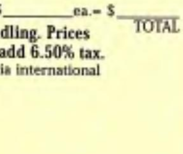

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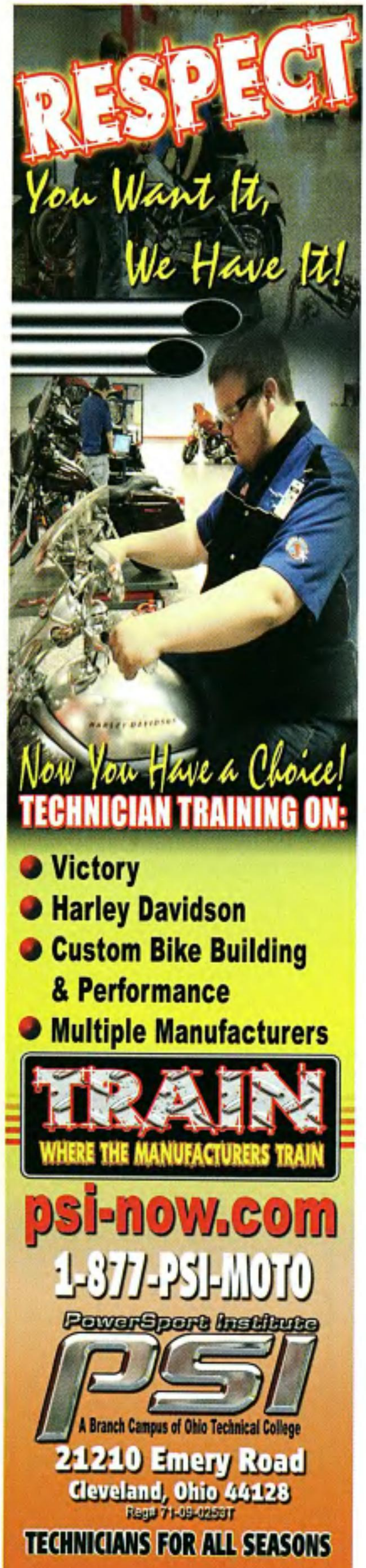

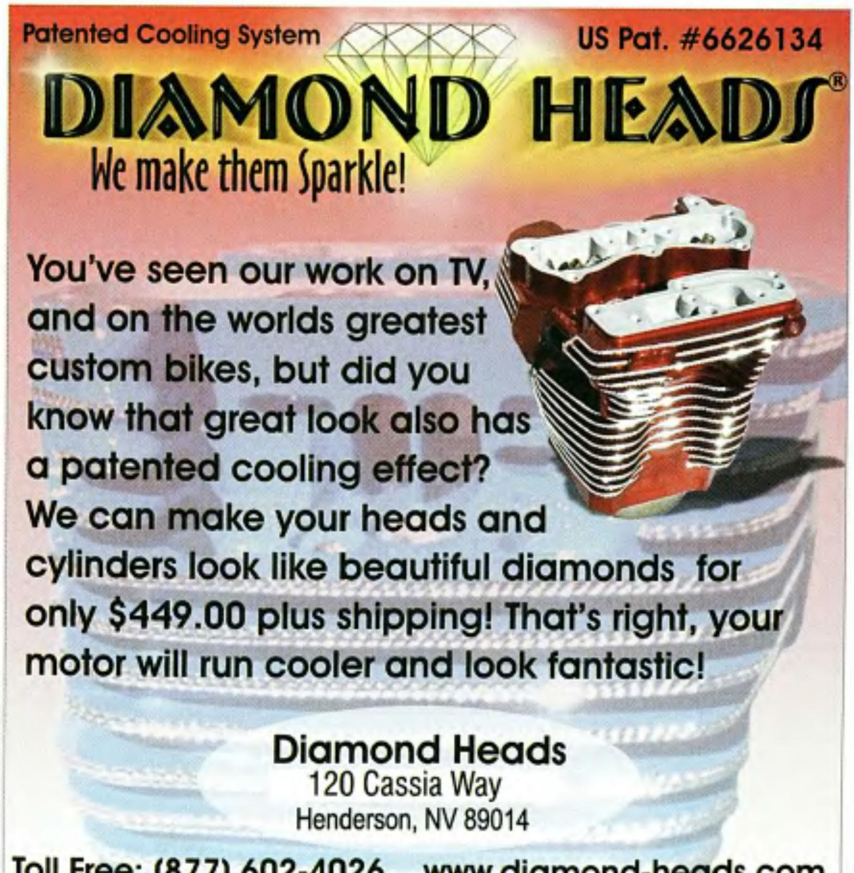

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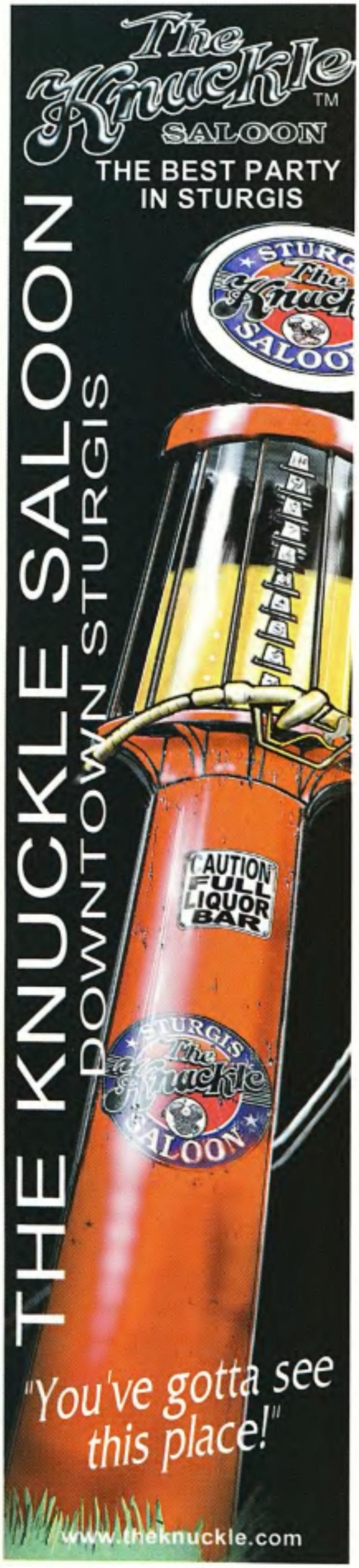
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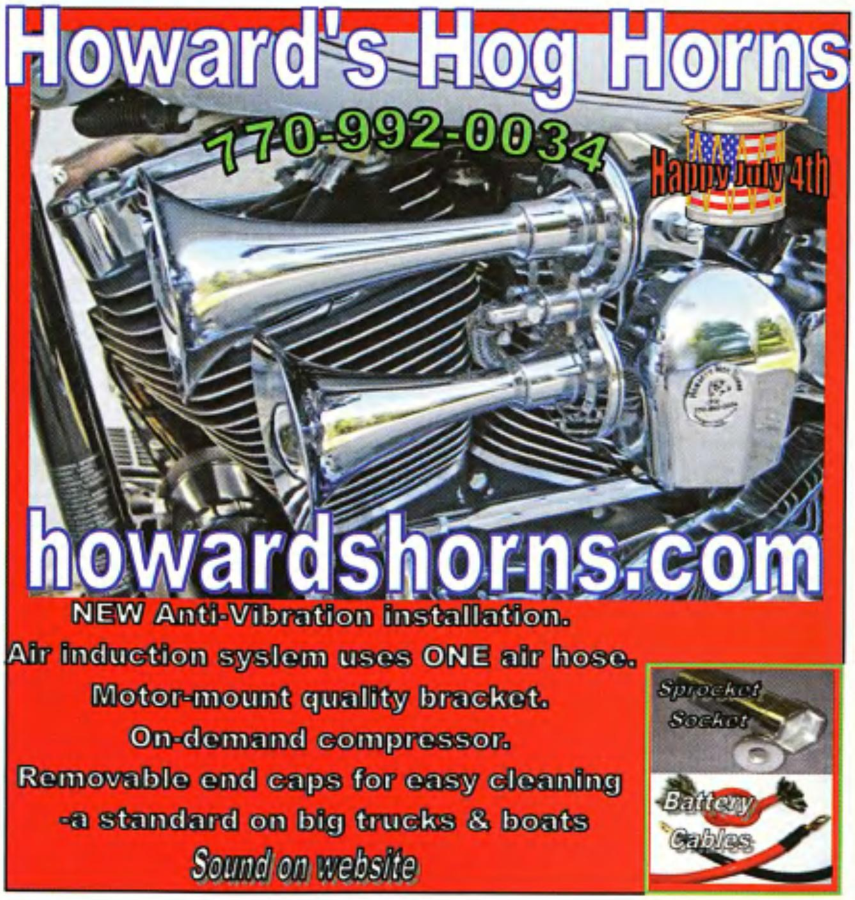
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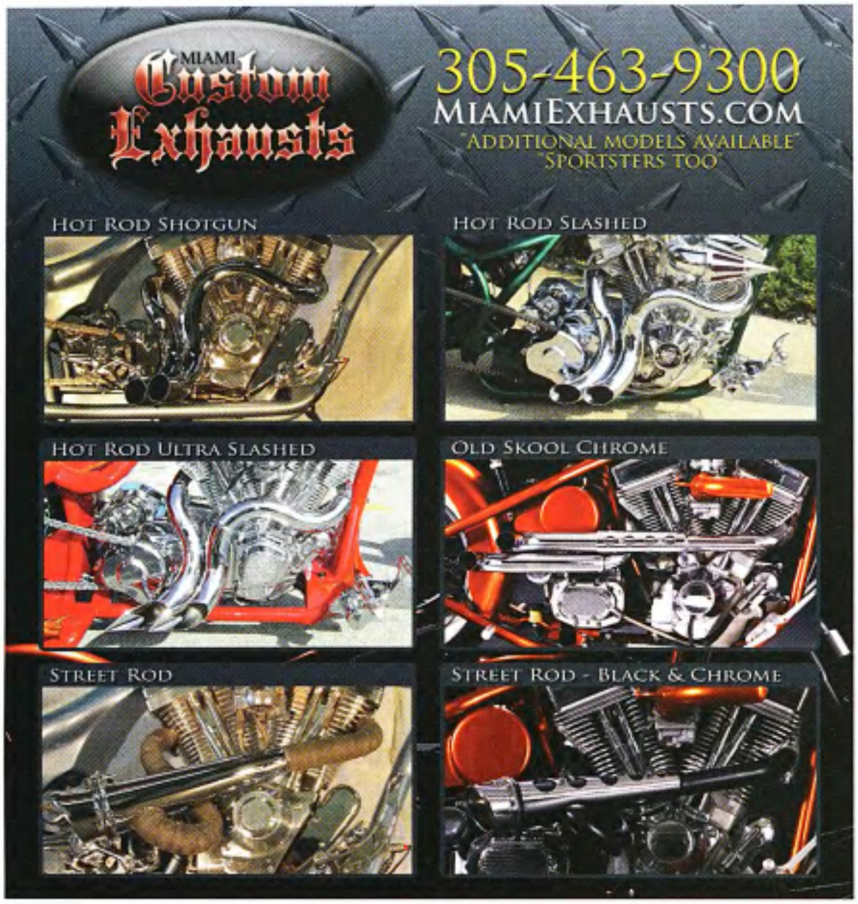

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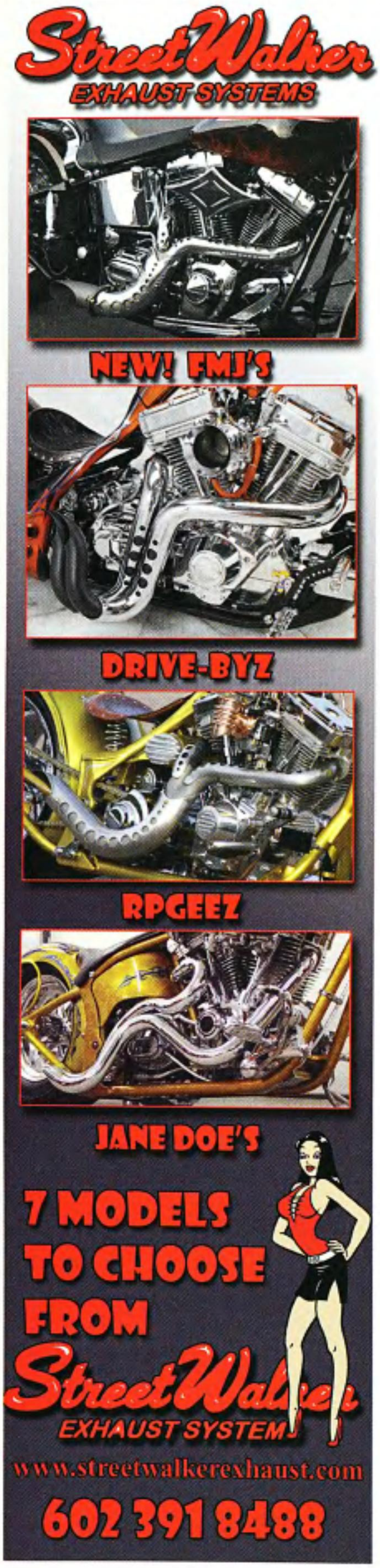
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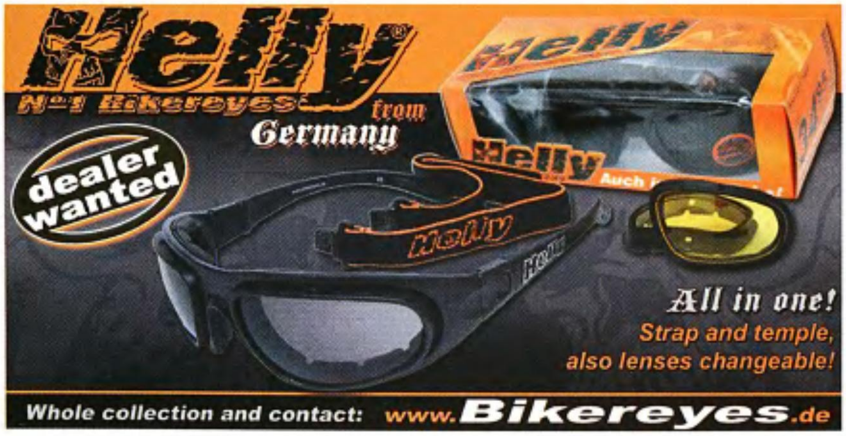
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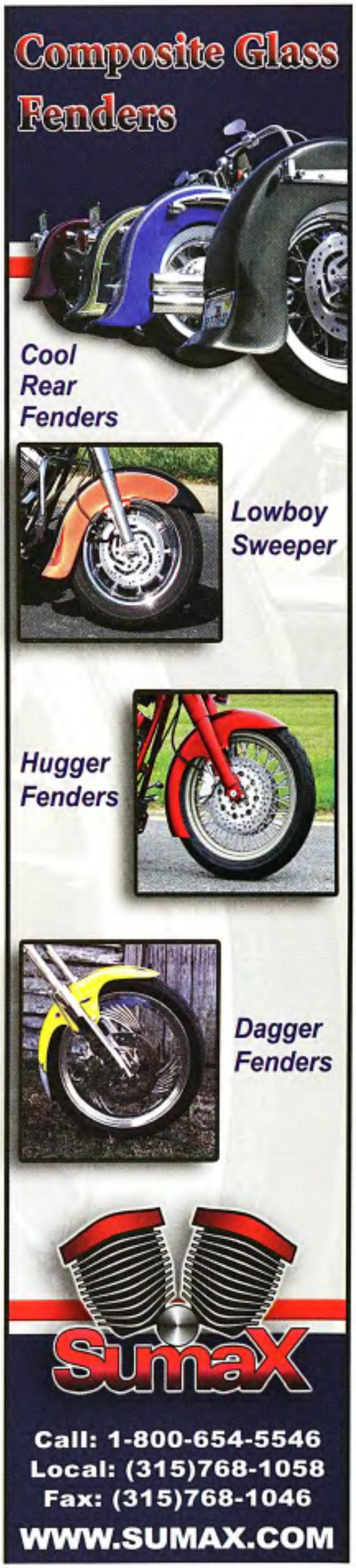
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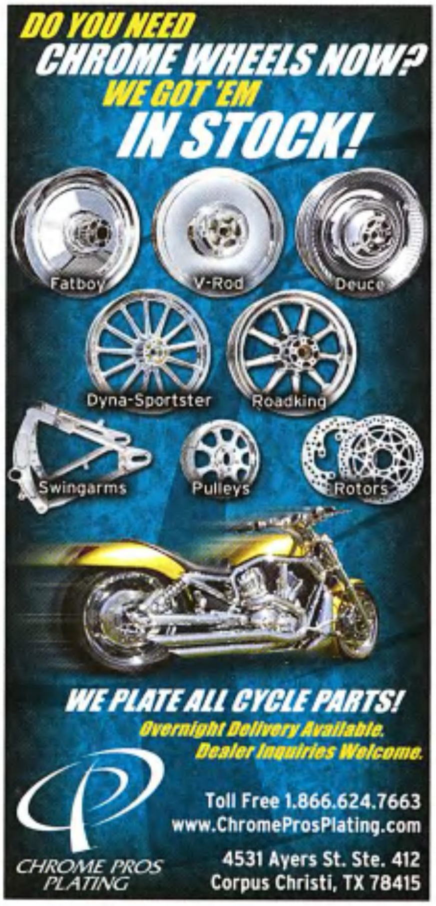
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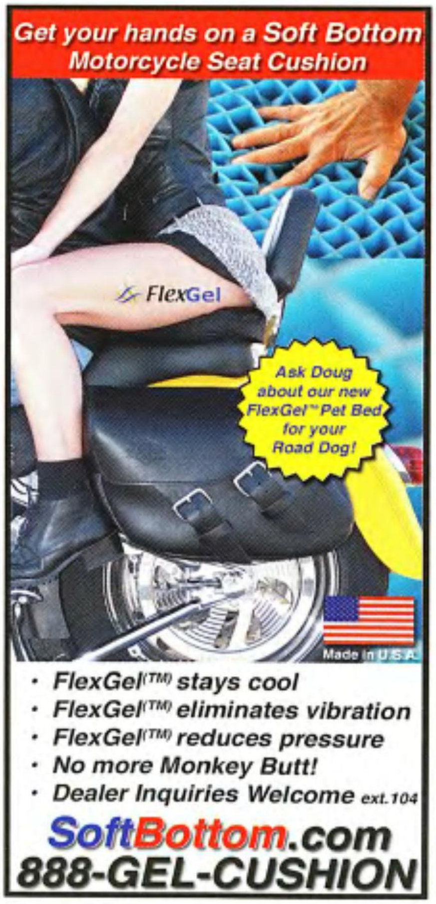
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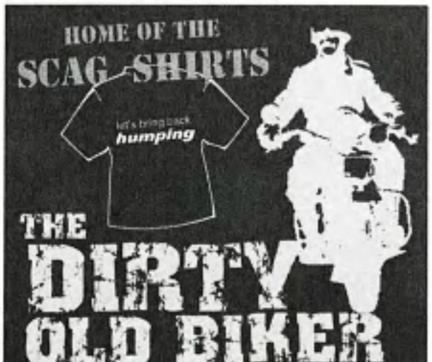

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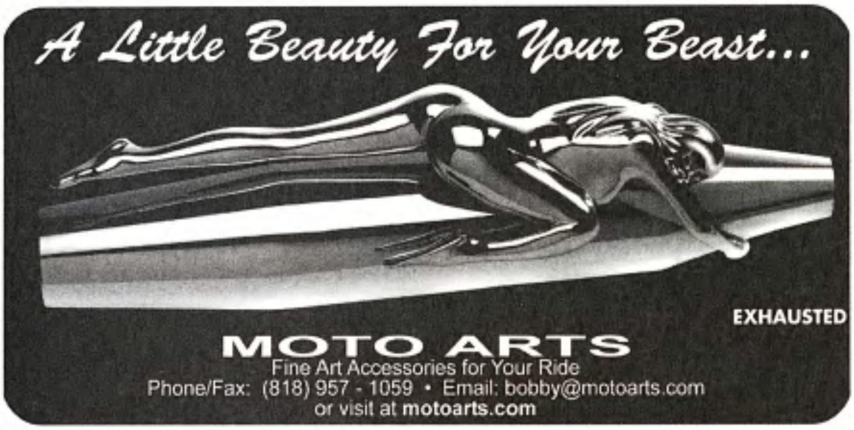
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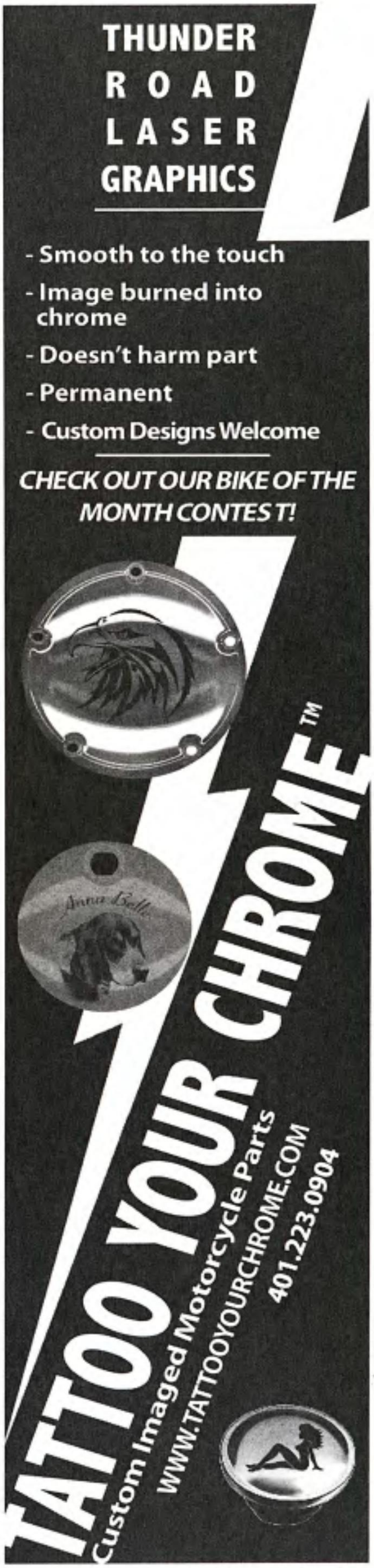
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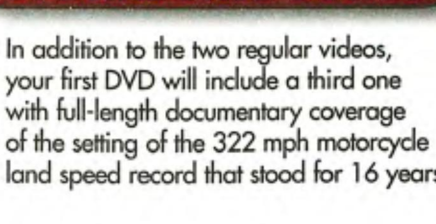

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GEORGES'S SPROTER

George's Garage new sprocket rotor allows builders to mount the brake and sprocket components on either the right or left side of the bike, and the brake unit is a true split design. You can change the pads without removing the wheel. Calipers are CNC-machined from 6061-TS billet aluminum and are finished in either black anodized or chrome. They are also fitted with state-of-the-art pads for silent, reliable braking performance. George's sprockets are precision machined from stainless steel, Blanchard ground then final CNC-machined for a straightforward, precision fit. They are currently available in a 48-tooth pattern for use with 530 chains. They are made in the USA, come with weld-on mounting tabs, and retail for just $799.95.

George's Garage; 909-843-7043; www.georges-garage.com

FLOATING ROTORS FOR BAGGERS

New for 2008, RC Components introduces their new 13-inch floating rotors for Harley-Davidson baggers. Compared to standard 1-piece rotors, these rotors feature improved performance, less wear on your brake pads and a longer life expectancy. Rotors feature a 410 stainless steel band wrapped around a high-quality billet aluminum carrier. Carriers come in your choice of polished, chromed or the new Eclipse style ('07 and '08 wheel designs only) and are available in nine popular wheel styles.

RC Components; 888-721-6495; www.rccomponents.com

WILWOOD GP310 MPR BRAKE KITS

Wilwood GP 310 4-piston calipers with BP-10 "smart pads" and the new MPR mirror-polished stainless steel rotors combine pure stopping power and show-winning style for the popular Softail, Dyna, and Touring model Harley-Davidsons since 1984. GP310 front calipers mount directly in the factory caliper location. Rear calipers require a mounting bracket kit for each model series. All calipers feature stainless steel pistons, high-temperature seals, anti-rattle pad clips, and are available in chrome, polished, black, red and other custom Wilwood colors.

Wilwood Engineering; 805-388-1188; www.wilwood.com

EXILE SPROCKET BRAKE KIT

Exile Cycles was one of the first to offer a drive-side brake system and their sprocket brake kit is still the sleekest rear end treatment for your rigid or Softail. The sprocket/rotor is machined from polished stainless steel and is available in 48-tooth and 50-tooth versions. The caliper bears the Exile logo and is available in polished, chrome, or black anodized finish. Kits come with all the necessary mounting hardware and are offered for left- or right-side drive and for

3/4-inch or 1-inch axles. Price range from $649-$699. For a complete braking solution, see Exile Cycles' matching front calipers and rotors.

Exile Cycles; 818-255-3330; www.exilecycles.com

GOODRIDGE BRAKE LINE KIT

Goodridge USA brake line kits are now available for all 2008 model Harley-Davidson's, including the revolutionary new rear bagger kit, which eliminates the need for a rear brake tee and stop light switch. All kits are available in four styles: High End; Platinum Series; OEM Style; and Econo Line.

Each features the Goodridge exclusive "Guaranteed Forever" warranty. Goodridge products are available at your local dealer through all major distributor's catalogs.

Goodridge; www.goodridge.net

SUPER-TECH BRAKE PEDALS

According to users, Softbrake's unique Super-Tech brake pedal provides superior braking control and pedal feedback for safer and more predictable stopping. Pedals are precision manufactured with a relocated fulcrum (pivot point) and are 1 3/4 inches longer, and 22 degrees lower than stock H-D brake pedal assemblies. Designed to be floorboard compatible, the pedals are a quick bolt-on replacement part and accept factory rubber pads. All SoftBrake pedals are manufactured from premium quality American steel, and finished in durable show-quality chrome. Three different pedal designs are available: plain, slotted, and circle-punched. Super-Tech pedals retail for just $149.95

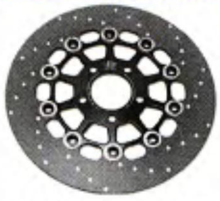
North County Customs; 714-680-0911

FLYRITE CHOPPERS

FRC Primary Brakes offer traditional style, function, and value. The entire brake line features 6061 aluminum calipers and 420 mirror-polished stainless rotors. Every brake is machined, hand finished, and assembled in-house at Flyrite Choppers. The 4-piston front brakes for springer or hydraulic setup includes an 11 1/2-inch rotor, brake link, and mounting hardware. The rear brake offering is a 2-piston set for left- or right-side applications and comes with rotor/sprocket (48-tooth for 530 O-ring chain) and all attaching hardware. Pricing starts at $535.

Flyrite Choppers; 512-918-2467; www.flyritechoppers.com

APEX METAL COMPOSITE HIGH-PERFORMANCE FLOATING ROTORS



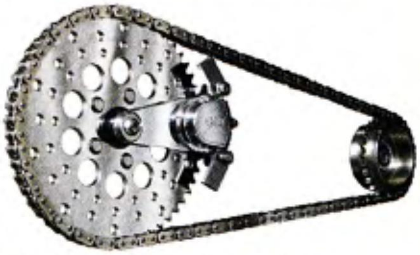
Lyndall Racing Brakes' new 11 1/2-inch Apex rotors incorporate state-of-the-art metal composite floating rotors. The outer ultra-lightweight friction disc is secured to a polished aluminum center carrier using fully machined aircraft grade 70-series aluminum buttons. The metal composition friction disc not only reduces weight, it also dissipates heat better than mono-steel rotors. They are available for front and rear fitment on most 1984-present Harley-Davidson motorcycles.

Lyndall Racing Brakes; 800-400-9490; www.lyndallracingbrakes.com

SPROCKET ROTOR KIT

Eurocomponents' sprocket-rotor kit fits all Softail and rigid frames. The kit includes a 51-tooth sprocket which works also as a brake rotor, rear 2-piston brake caliper with brake pads, caliper bracket and necessary hardware. Everything is on one side of the rear wheel, leaving the other side completely clean. The sprocket rotor is made of stainless steel. Caliper and bracket are machined from billet aluminum and are available polished or black anodized. Available for left- or right-side drive. Front rotors and calipers are available to match.

Eurocomponents; 386-236-1210; www.eurocomponentsusa.com



530 AND 630 MONSTER CHAIN SPROCKET BRAKE KITS

Sprocket brake kits from 3 GUYZ are designed with strength, stopping power and style in mind. Available in ground or polished finish, these sprocket rotors are heat-treated stainless steel. Matching brake calipers are available in satin clear or gloss black anodized and chrome-plated finish. The caliper piston size allows use of a full size and thickness brake pad for maximum stopping power and long wear. Hub bolts and mounting hardware are high-strength stainless steel. They are available from stock, 530 and 630 pitch, starting at $595.

3 GUYZ; 503-645-4898; www.3guyz.com

It's hard to believe, but the wheel has only been around for six thousand years or so, which would be in the neighborhood of the early Bronze age. First found in ancient Mesopotamia, wheels were gradually used in India and Europe over the next few hundred years. Over the millennia wheels have become more and more sophisticated, and by 2008 AD, the offerings below represent the state of the art. Enjoy.

—Kit Maira

EASYRIDERS' GUIDE TO WHEELS AND TIRES

NEW TYPHOON CUSTOM WHEELS

The new Typhoon Custom Wheel from Harley-Davidson features nine arching spokes that spin outward from the hub and blend seamlessly with the rim to add the illusion of forward motion, even while standing still. The flat-profile spokes and carved webs add visual intensity. Available in polished chrome ($549) or satin black ($399) in a 19-inch front and 17-inch rear, the Typhoon wheels fit 2006-later Harley-Davidson Dyna models.

Harley-Davidson; 800-443-2153; www.harley-davidson.com

AVON COBRA

Avon's Cobra line offers a range of "tyres" (*shown center*) designed to meet the changing needs of modern customs, cruisers and touring bikes. Features include a snakeskin sidewall design, VBD (Variable Belt Density) for precision handling and superior tread life, EAF (Enhanced Aqua Flow) for efficient wet weather dispersal and new radial sizes: Front 150/80R16, Rear 200/60R16, 240/50R16, 200/55R17, 240/40R18, 220/40R20.

Avon; 800-624-7470; www.avonmotorcycle.com

AMERICAN WIRE WHEELS 40-SPOKE CROSS LACED WHEELS

Available from Drag Specialties, American Wire Wheels brings you these premium classic cross-laced wheels for your factory H-D. Wheels feature billet aluminum hubs and steel rims and are available in red or black. All factory-installed bearings, races, seals and spacers come with every wheel. Made in the USA.

Drag Specialties; www.dragspecialties.com

PM'S NEW FOR 2008 CARTEL WHEEL

Curvaceous is the only way to describe the new for 2008 Cartel wheel from Performance Machine. PM has a long history of pushing the design window of motor-

cycle wheels and their newest design is a perfect example of these skills. Seven curved spokes advance from the hub and split into 14 spars before converging into PM's beautifully arced contour lip rim. The effect is pretty astonishing and gives the wheel a near liquid chrome appearance. As for all of their wheels, PM also builds a design-matched disc, pulley and sprocket and is creating them in every size imaginable.

Performance Machine; 714-523-3000; www.performancemachine.com

RC COMPONENTS 2008 WHEEL DESIGNS

For 2008, RC Components introduced three newest wheel designs: Calypso; Alien; and Holeshot. The Calypso features a super clean 11-spoke directional design. Each spoke features a contoured ball-end mill groove that leads toward a small window at the rim of the wheel. The Alien is another 11-spoke wheel but features a very radical directional spoke. The Holeshot is a 5-spoke, non-directional wheel, featuring three circular windows cut out of each spoke. Each wheel features matching brake rotors, pulley, sprocket, and pulley rotors. These wheels come in your choice of polished, chromed or black powdercoated, while the Holeshot and Alien are also available in RC's new Eclipse option.

RC Components; 888-721-6495; www.rccomponents.com

BILLET FRONT AND REAR HUBS FROM WILTEC

CNC-machined laced wheel hubs made of aerospace 6061-T6 are available triple chrome-plated, R5 black anodized or machined polished finish. Bearings, shims and crush tube are assembled to factory specs. This is a machine finished hub made from billet aluminum with sealed bearings versus a factory steel 3-piece welded hub with grease seals and tapered bearings. Fits '84-'07 Big Twin.

J&P Cycles; 800-397-4844; www.jpcycles.com

THE RIPPER

The Ripper is one of four new wheel designs being introduced by Xtreme Machine for 2008. The Ripper is a directional wheel that has razor sharp spokes ripping through the air on each rotation. If you want an aggressive wheel design, then the Ripper is for you. All Xtreme Machine wheels come in chrome, polished, or black anodized finish.

Xtreme Machine; www.xtrememachineusa.com

ARLEN NESS EVIL-7 BLACK

The black anodized Evil-7 is also available in a chrome finish. Available in all sizes, including a massive 23 x 3.50-inch, all Ness wheels are tested to the most stringent standards and are guaranteed to reach you in pristine condition. To make the buying process even easier, Arlen Ness has included the proper hub adapter for every application with each wheel, so you receive everything you need in one box. Call for pricing.

Arlen Ness; 925-479-6350; www.arlenness.com

EGO TRIPP

Ego Tripp raises the curtain on the Facet Cut series of wheels and accessories.

Brand-new designs for this series, not typical of the ET past product offerings, will surely set you apart from the rest. Less expensive and more durable than chrome, anodized finishes are extremely easy to care for. And with fully matching floating rotors, pulleys and sprockets, these wheels will look incredible on any chopper, bobber or tracker project, domestic or metric.

Ego Tripp; 800-741-1814; www.egotrippwheels.com

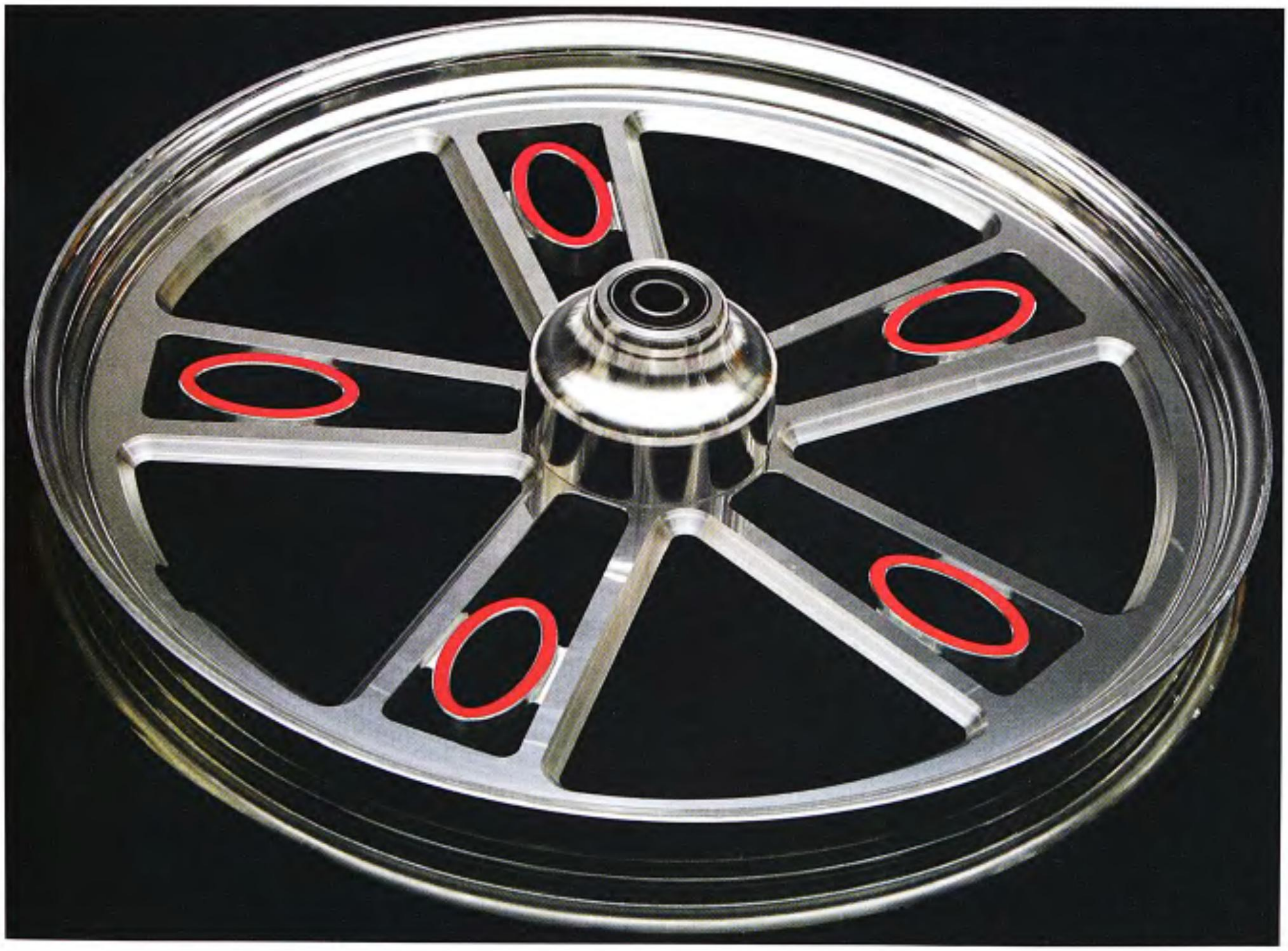
THE ESCAPE WHEEL

The Escape Wheel by Designz (*below*) is the first of many new wheels coming from a team of women taking customizing to a new dimension. They offer wheels in polished, chrome-plated, powdercoated and anodized finishes. This wheel is shown with the ovals accented in pink, but comes standard with a polished finish. Pulleys and rotors are CNC-machined to match all of the patterns, as well as billet sprockets and sproter kits. The wheels and parts mentioned above are all available for sportbikes, all makes of cruisers, and all customs.

Designz; 941-815-6862; www.BikeDesignz.com

3D STAR WHEELS

These unique wheels (*right*) are CNC-machined with a manufacturing process (3D machining) that cuts billet aluminum with variable curving radiuses. It takes about 48 hours to machine and prepare one of these wheels, but the result is a unique product with stunning design. Thanks to this sophisticated manufacturing process, these wheels feature an innovative and distinctive design. Rim, spokes and hub are all one piece. Front wheels are machined from 160-pound solid blocks of billet aluminum. Rear wheels are completely 3D machined



from 320 pounds. Since they are fully CNC-machined, they are available in any width and diameter. Front wheels are also available with an optional perimeter brake system.

Eurocomponents; 386-236-1210; www.eurocomponentsusa.com

MOST MONSTROUS

Exile Cycles offers a wide range of spoked wheels, including the Monster pictured above. This wheel features a 15 x 7-inch aluminum rim, huge 1/4-inch stainless spokes, a wide billet hub, and a massive 230 series tire from Avon. Other rear/front wheel combinations are available to help you achieve that tough, beefy look. The wheels are supplied show-polished, but may be purchased in a brushed or powdercoated finish as well. Each comes complete with tire, and features fully sealed bearings for zero maintenance.

Exile Cycles; 818-255-3330; www.exilecycles.com

FORGE-TEC NEW MIDNIGHT SERIES WHEELS

New for '08, Midnight series wheels feature a black anodized finish combined with classic machining to give these

wheels a totally badass look. Forge-Tec's wheels are also available in black powdercoated, show-polished and luxurious chrome. These wheels are available in all popular sizes and applications ('84-'08...including ABS equipped models) and all have matching rotors and pulleys.

Forge-Tec Motorcycle Wheels and Accessories; 888-367-4385; www.forgetecmotorcycle.com

BLACK IS BACK

You want black? Pro-One wheels are 100 percent made in the USA at the Pro-One plant in Pomona, California. These wheels feature unique forged billet aluminum one-piece rims CNC-machined for a precision fit to a wide variety of machines. Rims come complete with appropriate hub, bearings and mounting hardware. Available in diameters from 16 to 23 inches, and widths from 2.15 to 10.5 inches, these wheels can be ordered in black out anodize, with or without machined highlights, or finished in flawless show-quality chrome, fully polished or black anodized with mill cut highlights. Additionally, Pro-One offers pulley and sprocket assemblies to match wheel designs and finish. Wheel pricing starts at just $699.95.

Pro-One; 800-884-4173; www.pro-one.com

RACE INSPIRED RIO

One look at the new Rio wheel from Renegade Wheels and you know it was built for speed. In fact these wheels were fit to the "World's Fastest Panhead" that recently shattered multiple records at Bonneville. As with all Renegade wheels, each Rio is precision-machined from a single block of the highest grade billet aluminum. Wheels are then polished to a mirror finish and dipped in brilliant, extremely durable show-quality chrome. All wheels are shipped complete with applicable hubs and bearings and are available in diameters from 16-23 inches and widths from 2.15 to 10.5 inches. Pricing starts at just $1,150 and all Renegade Wheels come with a lifetime structural warrantee.

Renegade Wheels; 714-998-7241; www.renegadewheels.com

RMD BILLET 'SMUGGLER' WHEEL

RMD Billet's new Smuggler wheel is their latest innovation. This one-piece wheel carries a look like none other known released in the marketplace. There are ten interchangeable billet spokes on each wheel that can be finished in unlimited possibilities. The wheel can be finished to match or contrast the spokes. A variety of sizes are available.

RMD Billet; 507-348-8877; www.rmdbillet.com

David Petty
Craigville, Indiana
1967 FLH

Photos: Owner

We've heard it many times before, and we'll probably hear it many times again: Some guys know how to have great, loving and long-lasting relationships…as long as it's with their bike.

David here—of whose marital status or opinion of women I know absolutely nothing—has owned this bike for nearly 23 years! That's way longer than most of us can even imagine being married, much less to the same woman. But there's David and his beautiful partner, all decked out in her riding-day finest. And what a lovely pair of jugs she has—shovelhead cylinders, that is.

A loving, caring owner such as David will do many things to ensure the longevity of his partner and consequently, he has had an active hand in the way she looks today. The 74-inch motor is stock, as befits such a beauty, but there are certain refinements like the MSD ignition, the Karata belt drive primary, the Rivera Pro clutch, and the RevTech 4-speed tranny. All that serves to make her run as smoothly as possible, of course.

On the cosmetic side, David was happy to present her with a lovely Mustang seat and a powdercoated frame, just to mention a few items, while also lowering her sexy physique a whole 2 inches. Quite becoming, don't you think?

David's beauty was then painted black by RMC and pinstriped, courtesy of Steve Baller. You know what they say: Once you go black… And just to give her that certain *je-ne-sais-quoi*, that certain something that pushes her right to the top of the heap, David hid all the electrical stuff under her headlight housing.

A lovely pair they make, even though we have no idea what David may look like. It doesn't really matter, does it?

—Tripper

Greg Patnik
Pittsburgh, Pennsylvania
1969 Sportster

Photos: Owner

If this bike looks familiar to you at all, something's wrong with you. You're either a youngish fellow who doesn't have a life, or you're an old fart who didn't have a life when he was young, which means your life is even more boring now that you're an old fart and you might as well just go get mummified.

So let's assume you have no clue what this bike is, aside from a Sportster, obviously. But it's more than that. It is a replica of the Sportster a man named Jim Bronson (played by Michael Parks) rode in the TV series *Then Came Bronson*, which aired from 1969 to 1970 on NBC. More info on the show or the man can easily be Googled.

Greg, a big Bronson fan from the very beginning, bought this bike from a certain Tom in Little Rock, Arkansas. "Tom had started making it into the replica," explains Greg.

In 2004, Greg started looking for *TCB* stuff on eBay, and that's where (about a year later) he hit upon the bike. After buying it, he took it on what he calls a "nightmare ride" but decided to keep it anyway. "In one day, I lost the key, blew off the header pipes three times, had to hot-wire it once, the battery went dead, I ran out of gas and I pushed it a lot," he says. "And I lost a muffler on the way home!"

He then found a young guy who loved working on old stuff, and about a year later, this is what the two of them came up with. "Without seeing one of the real bikes, I think this is as close to Bronson's TV bike as you can get," he says.

For a true fan, that's what it's all about, and there's nothing wrong with that, no matter how old or young a fart you are.

—Tripper

Dustin Eveland
Mazomanie, Wisconsin
2002 FLHRI

"I have never seen any bike like this," Dustin proudly tells us, leaving the casual observer wondering what secret and well-hidden details he may have incorporated in this build to support such a bold statement. The fact that he lives in rural Wisconsin may have a lot to do with it, though.

And speaking of details, Dustin admits to many a bolt-ons here, like the flame skull fork covers, heat shields, hand levers and skull-and-flame mirrors, for instance. "I try to use a lot of the Harley accessories," he says, "but I also like to use some of the aftermarket companies like WickedImage, Demon Cycle South and so on."

Dustin's proud of the fact that his bike, which he'd been working on for two whole years and finished last May, is chromed out and has an "awesome paintjob with flames and shredded graphics that have air-brushed skulls in them." It must be tough to keep all that lit in the frozen tundra that is our Cheese State.

Dustin also admits to loving our magazines right from the start and adds, "I did get my bike in a 2007 Bikini/Biker calendar and received five first places at shows in the Madison area. I even beat a bike that received a second place in the 2006 Sturgis *Biker* magazine bike show!"

Now that, I'd say, is pretty darn unique and we can all proudly say that we ain't never seen nothing like it! Right?

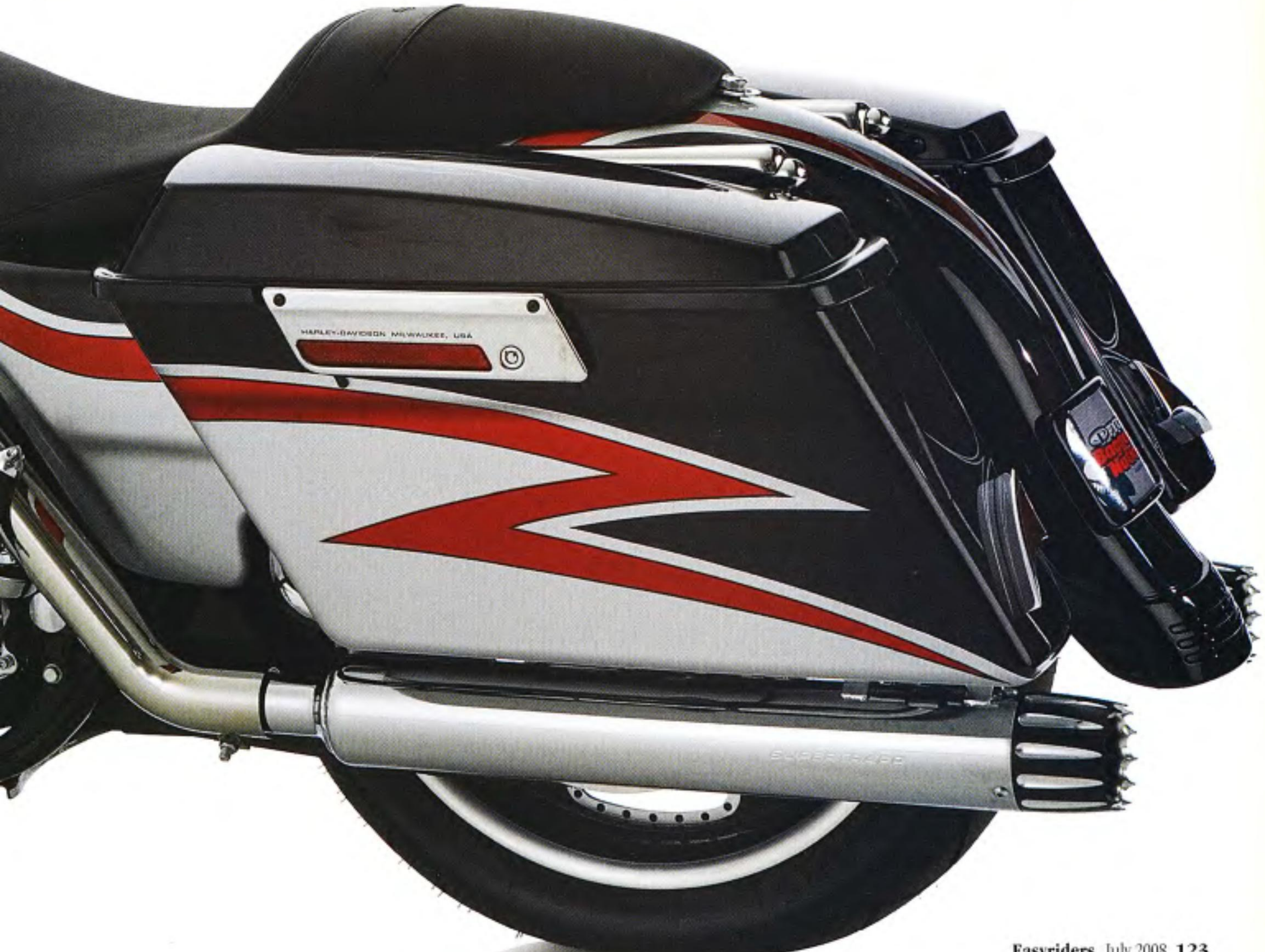
—Tripper

Photos: Owner

Bagger Nation Express

A Paul Yaffe Road Glide

Having just completed what he describes as a very successful Easyriders Bike Show Tour culminating at the Columbus Invitational Show, Paul Yaffe was back at his shop, or should we say, back at his own country. He calls it Bagger Nation—a new brand enterprise joining his well-established Paul Yaffe Originals product line.



"Our mission statement at Bagger Nation is enhancing the Harley-Davidson lifestyle—in this case, specifically the Electra Glides, Road Glides and Road Kings," says Paul. "When I take a wrench to a touring bike, my thoughts focus on adding chopper attitude but retaining all the stocklike reliability and the great ride that the touring bikes are known for right out of the factory. So we're making these bitchin'-looking bar hoppers that you can throw on a tour package, along with your girl, and ride to Sturgis. That way, you can have one bike that serves two purposes. So by raising the bar by doing apehangers, lowering the seat, small wheel on the back, big wheel on the front, more horsepower and special paint, we give the bike a custom look pumped with some get-out-of-my-way attitude." All the above is expressed in the Bagger Nation Road Glide seen here.

The genesis for this Bagger Nation performance tourer began when Rick Hatch, the owner of Hacienda Harley-Davidson in Scottsdale, offered Paul, not one, but a dozen baggers. "I was just ramping up Bagger Nation in September 2007, to separate the bagger products out of my Paul Yaffe catalog and make it a separate brand name. Rick just said, 'Here's a dozen bikes, go to it, do whatever you want with them.' So we built 12 custom baggers. There's only two left, all the rest now sold."

If you're contemplating raising the bar yourself for your tourer, this bike is a rolling display of possibilities. Available from Bagger Nation are the tanks, wheels, fenders, seat, taillight, exhaust system, grips, air cleaner, mirror, levers and shift linkage, floor boards and pegs.

And if you can't wait, this bike, at least at the time of this writing, is looking for a new home. You can find it at Hacienda Harley-Davidson in Scottsdale. In addition, Paul's taken the pilot program they worked with Rick at Hacienda to another level. The plan is have Harley dealers

display a Paul Yaffe Signature Bike then back it up with a special kiosk showcasing Bagger Nation parts they can offer their customers. Says Paul, "The response has been unbelievable. Right now, rather than send us a whole bike, the dealer removes the body parts and sends them to us. We do all the metal work and throw on a great paintjob then send it back with a Bagger Nation care package including a set of wheels, bars, floor boards, etc. They put it together and I sign the inside of the saddlebag lid to make it an official Paul Yaffe Signature Bike."

Asked what he was riding at moment, Paul says, "Just getting back from the Easyriders Tour, I've been on a Street Glide. But because I liked the bike in this story so much, I went out and bought a '08 Road Glide that I'm chopping up for myself. So this summer I'll be riding my Bagger Nation Road Glide."

—Paul Garson

Owner: Rick Hatch
City: Scottsdale, Arizona

GENERAL
Designer: Paul Yaffe
Fabrication: Bagger Nation crew
Year and make: 2007 Harley-Davidson
Model: Road Glide
Assembly: Bagger Nation crew
Time: 8 weeks
Chroming: Concours

ENGINE
Year: 2007
Model: Twin Cam
Rebuilder: Bagger Nation crew
Ignition: Screamin' Eagle
Displacement: 103 cubic inches
Lower end/Balancing: Harley-Davidson
Pistons: Harley-Davidson
Heads: Harley-Davidson
Cam: Harley-Davidson
Lifters: Harley-Davidson
Carb(s): EFI
Air cleaner: Bagger Nation
Pipes: Yaffe/SuperTrapp
Transmission: 2007 Harley-Davidson

PAINTING
Painter: Gary Crisp
Type/color: DuPont/Black/Silver/Red

FRAME
Year: 2007
Builder: Harley-Davidson
Type: FL
Rake/Stretch: stock
Shocks: lowered

ACCESSORIES
Bars: Bagger Nation Monkey Bars
Handlebar controls: Harley-Davidson
Fenders: Bagger Nation
Headlight: Cycle Visions
Taillight: Bagger Nation
Speedo: don't wear 'em
Front/rear pegs: Bagger Nation
Electrics: Harley-Davidson
Gas/Oil tank: Bagger Nation
Oil system: Harley-Davidson
Seat: Harley-Davidson
Mirrors: Bagger Nation
Grips: Bagger Nation

FORKS
Type: Harley-Davidson/blacked out
Extension: lowered 2 inches
Builder: Harley-Davidson/Bagger Nation crew

WHEELS
Size: 21-inch front, 18-inch rear
Wheels: Bagger Nation
Tires: Metzeler
Brakes: Performance Machine/Bagger Nation
Photographer: Paul Markow
Contact: Bagger Nation/Paul Yaffe Originals; 602-501-6537; www.baggernation.com; www.paulyaffeorginals.com

ComingAtYa

The August issue of *Easyriders* (No. 422) will take you to the righteous, and raucous, biker good time known as the Bean Blossom Bikefest in Iowa as well as the David Mann Chopperfest in Ventura, California. We'll ride to Lake Havasu, Arizona, to party with good brothers and sisters at the Piss On The River Run and we'll bring you two tantalizing Top 10 Lists: the Top 10 Best Boobs and Top 10 Best Production Bikes of the year.

Out in the garage you'll find a wicked assortment of custom bikes, from Cyril Gautier's crazy Euro racer, a Martin Bros. chopper, to Jason Wilson's sick Sportster and we'll test ride a new Big Dog Pitbull. Plus, there's a fix for your Harley rubber-mount woes as well as a great Guide to Hop-Up Parts.

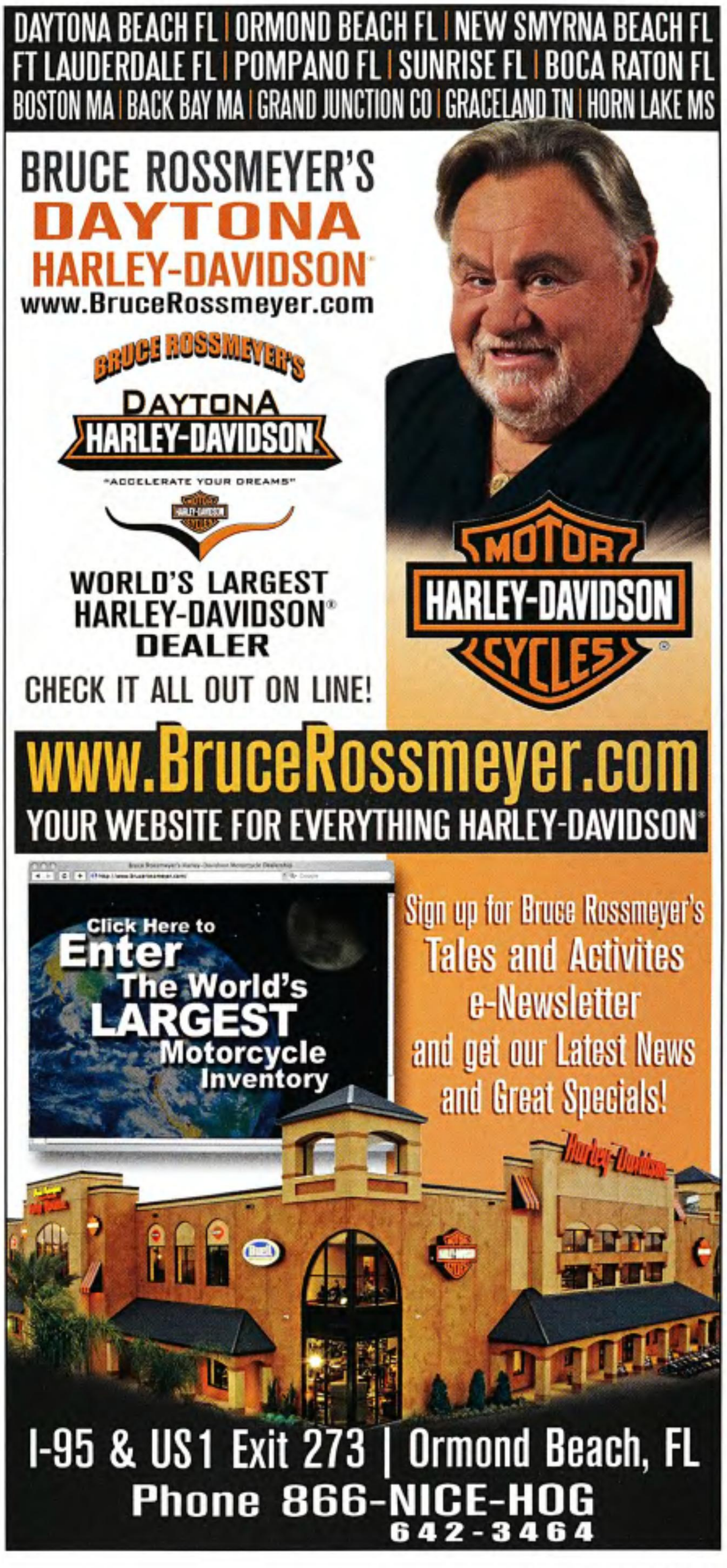
It's all comin' at ya in the audacious August issue of *Easyriders*. *On sale June 3rd*

July's *V-Twin* (No. 87) takes you to the biggest bike run in Texas, the Lone Star Rally, as well as the Salute to Veterans Rally. Go behind the scenes at Kiwi Indian, get a rubber-mount fix for your dresser from Custom Cycle Engineering and check out some cool little bobbers from Johnny Pag. We'll also bring you great aftermarket Guides to Brakes, Wheels and Tires. All this plus the One World Chopper Exhibit and eight incredible custom bike features.

On sale June 17th.

The June *Biker* reeks of brotherhood. From the comraderie of the fun lovin' partiers, to the big titty purple cover bike. Throw yer leg over yer scoot, bro, and go! *On sale now!*

The September issue of *In The Wind* (No.134) brings you more of Daytona Bike Week, the 2008 Love Ride and the awesome April aboard Click's '48 pan. Newsstand buyers get a special 32-page outsert of our the Easyriders Bike Show Tour Round-Up! *On sale now!*



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